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Vol. CCIV, No. 2661
FEBRUARY 10, 1951

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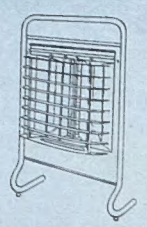

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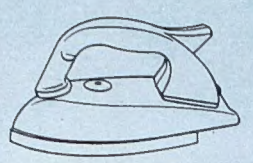

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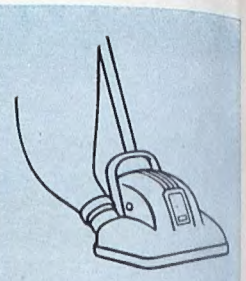

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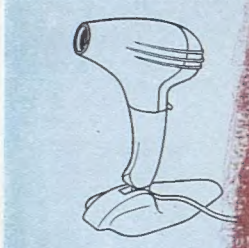

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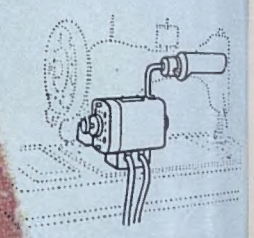

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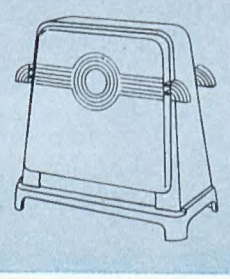

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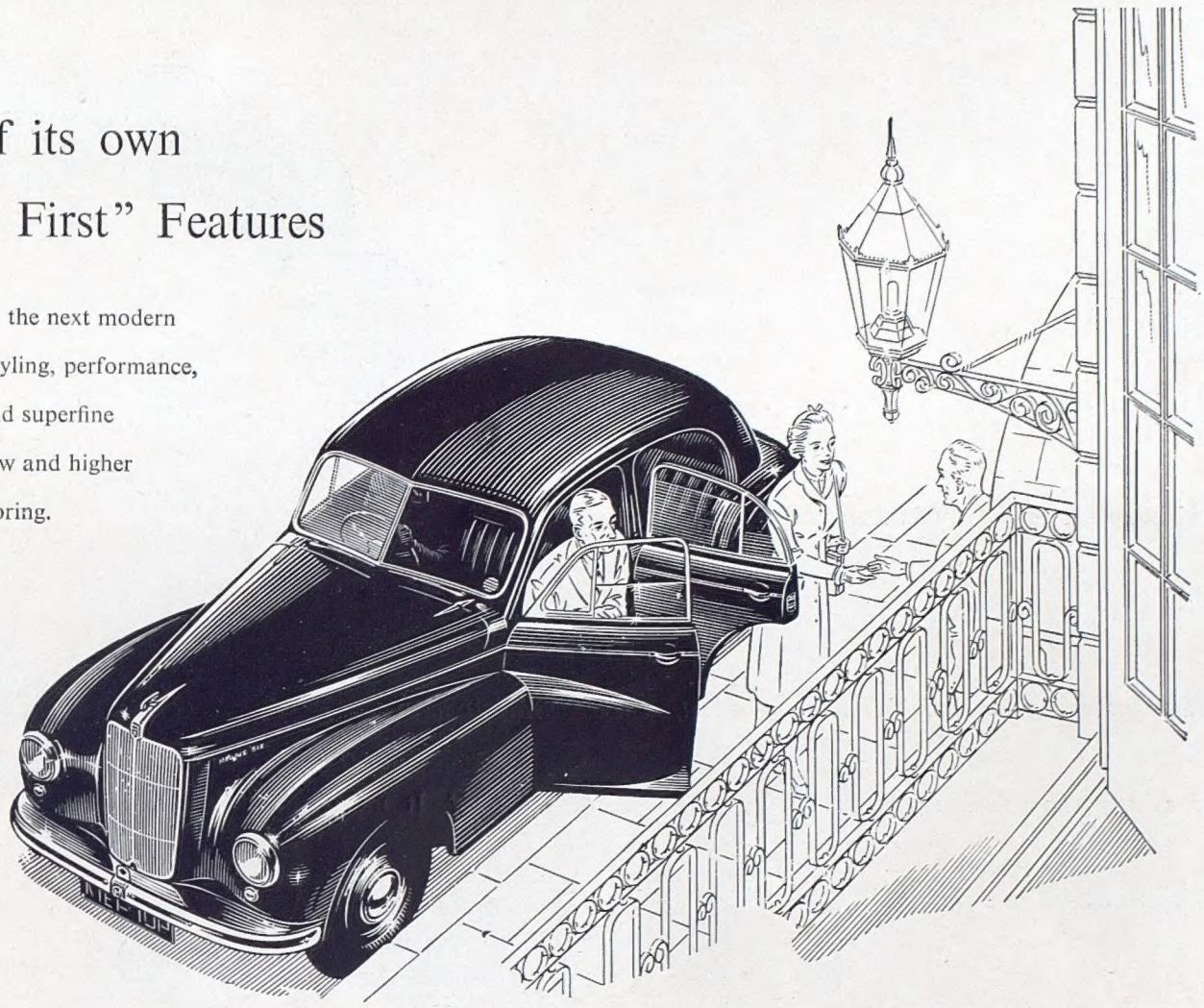

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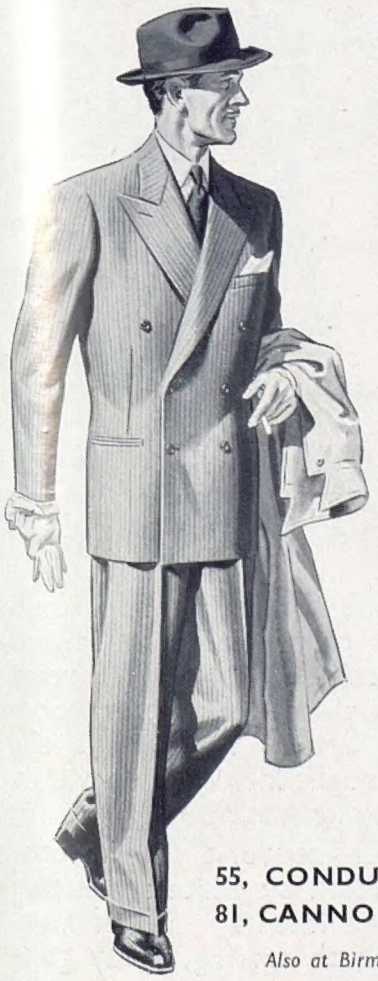

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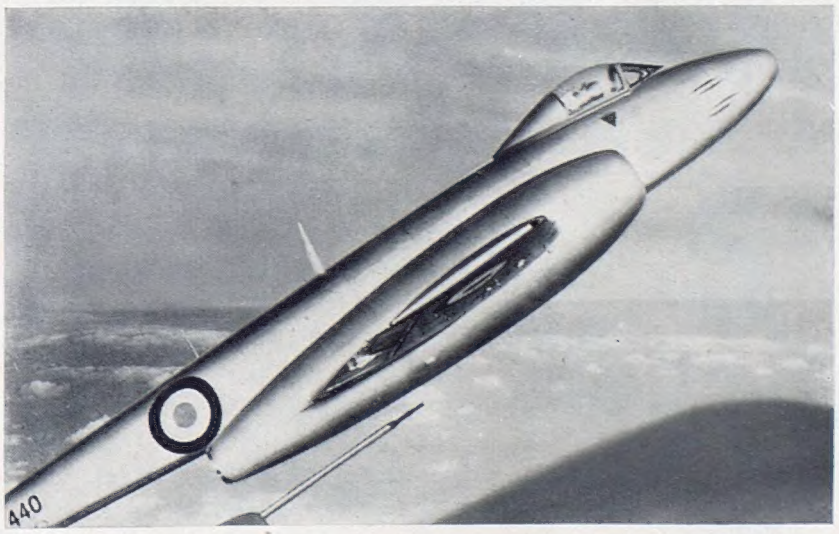

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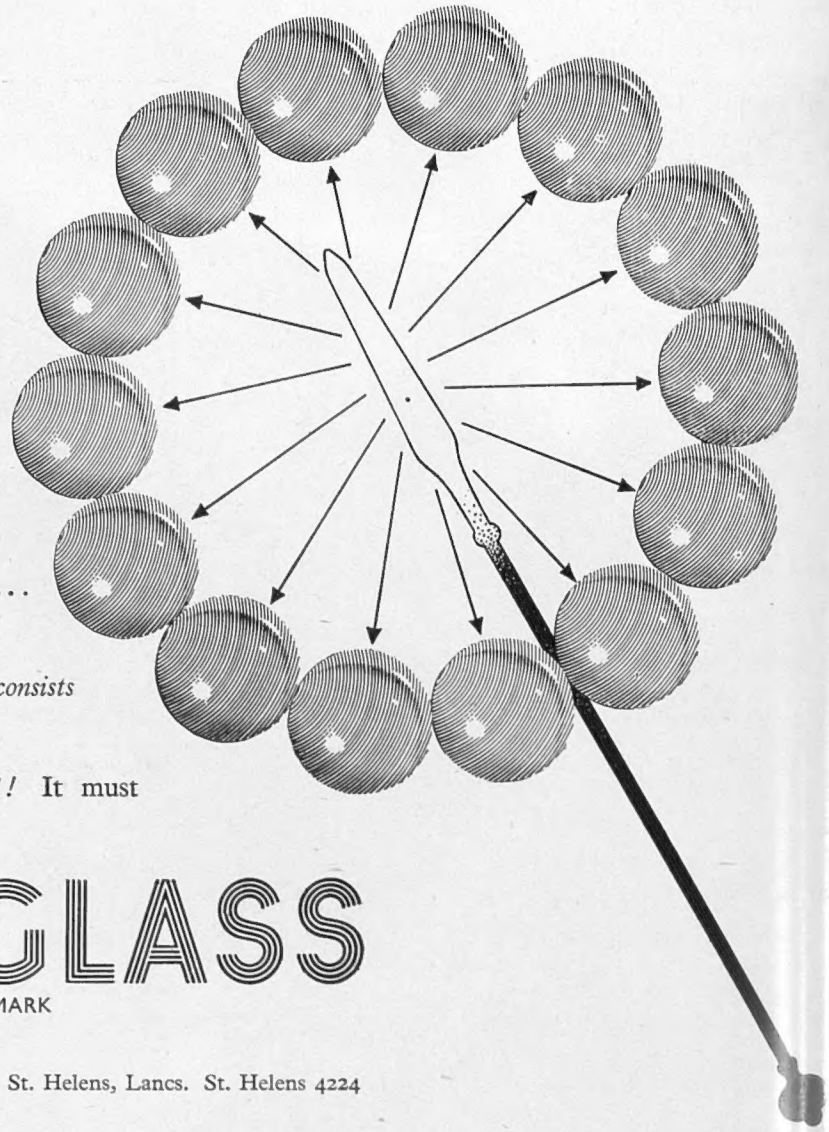

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Whether you have a cold or wish to avoid infection, always carry a Vapex Inhaler with you. In handbag or pocket it is unobtrusive and always convenient. Breathe the pleasant antiseptic vapour frequently, especially when indoors.

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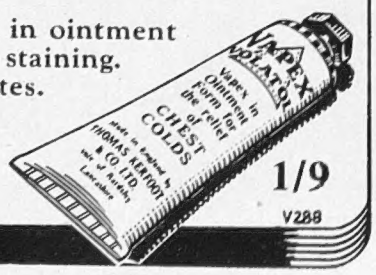

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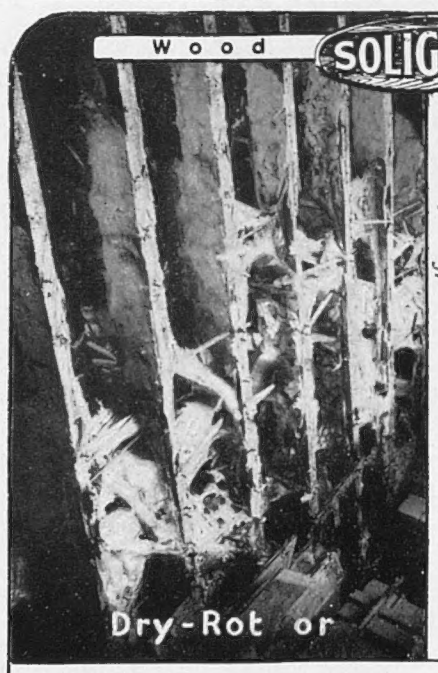

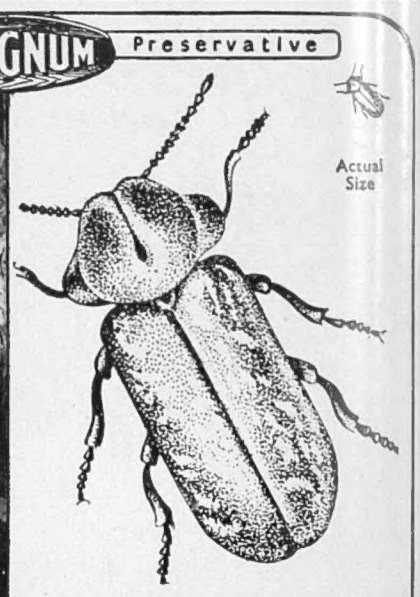

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The preservation of timber has always been important, but its present shortage renders the need for Solignum even more imperative. For over 40 years Solignum has been used for the protection of woodwork against dry-rot and decay. It destroys the dry-rot fungus wherever brought into contact with it and gives complete immunity against attack.

Solignum is also used all over the world for the protection of timber against attack by white ant, wood borers and other destructive insects. But it must be Solignum—applied by brush coating, spray guns or by dipping.

SOLE MAKERS: **Solignum Ltd., Donington House, Norfolk Street, Strand, W.C.2**

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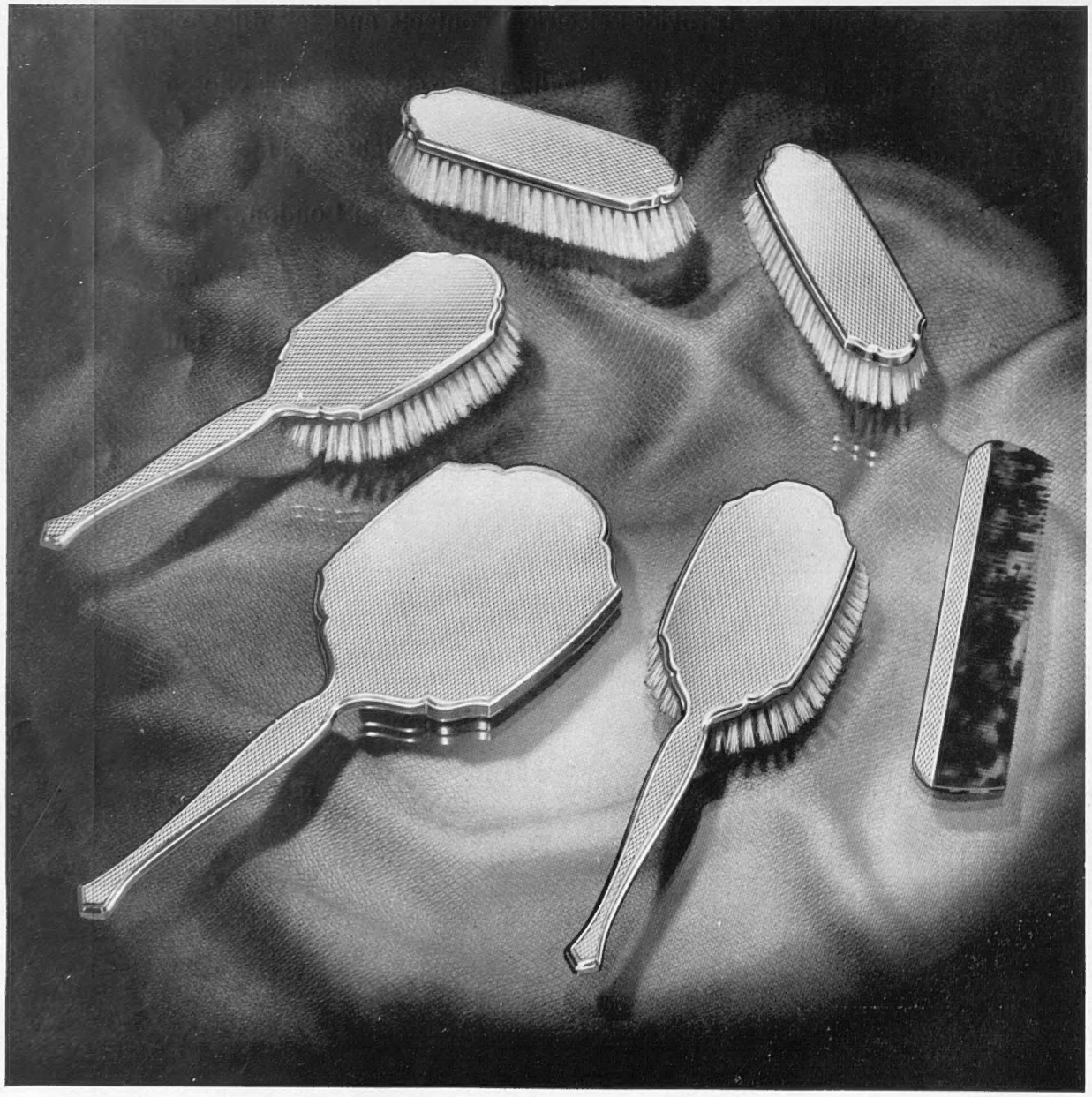

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The SPHERE, London, February 10, 1951

The SPHERE

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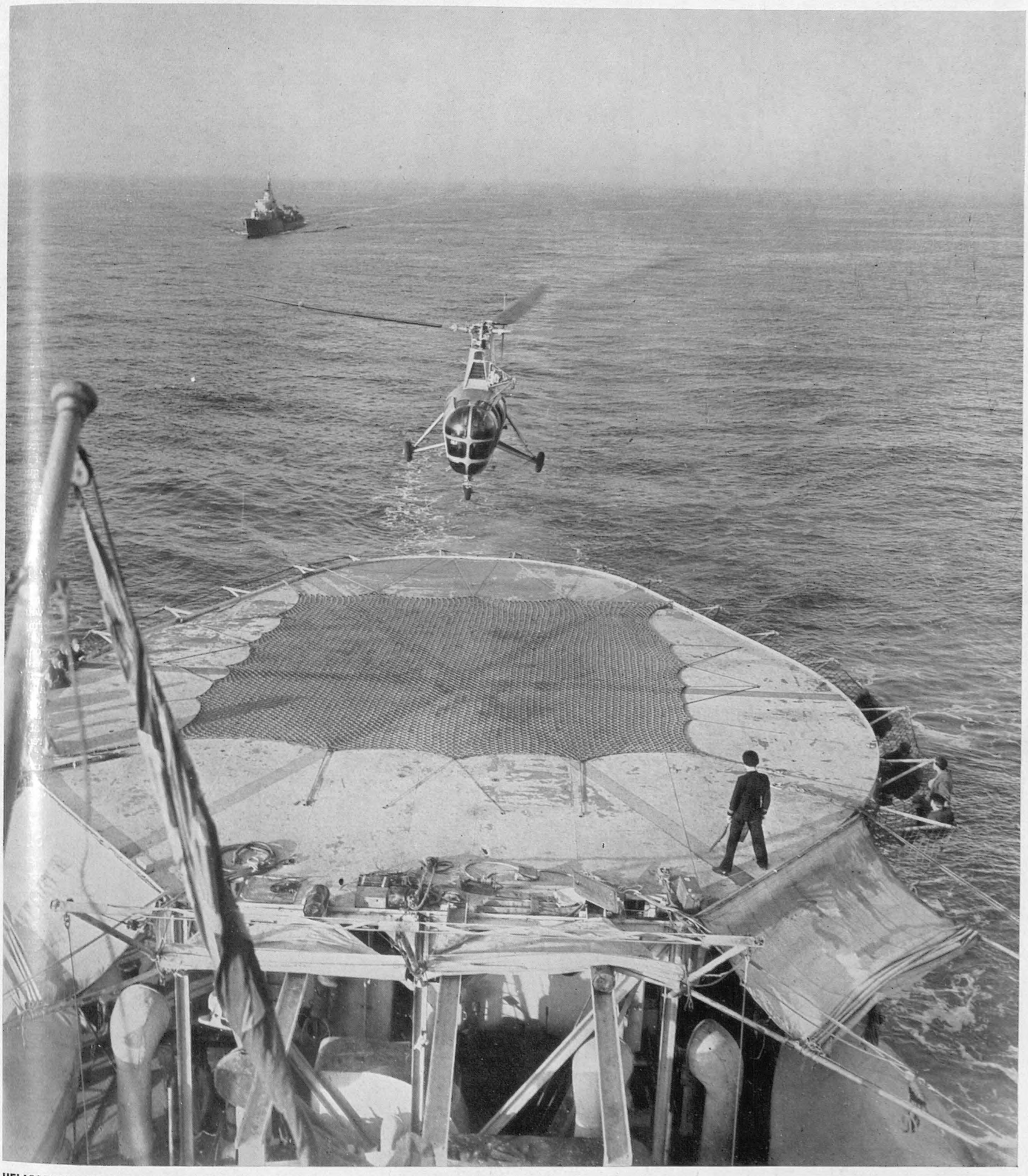

HELICOPTER TRIALS IN THE ENGLISH CHANNEL—A ROTATING WING AIRCRAFT ABOUT TO LAND ON THE STERN OF THE 9,788-TON FLEET SUPPLY SHIP "FORT DUSQUESNE" DURING TRIALS TO TEST THE POSSIBILITY OF OPERATING FROM MERCHANT VESSELS: The helicopter took off from, and landed on, a small net-covered platform built in the stern of the *Fort Dusquesne*. In the background is the destroyer *Savage*, 1,796 tons, which kept a watchful eye on proceedings.

Nowadays the helicopter is rapidly becoming a maid of all work in naval, military and civil life, its duties extending from crop spraying to air-sea rescue. The latest trials, which took place off the port of Plymouth in boisterous weather conditions, were directed towards determining the helicopter's usefulness in inter-communication between merchant ships. For this the 9,788-ton fleet supply ship *Fort Dusquesne* was fitted up with a stern platform, with the destroyer *Savage* in attendance, and a series of landings and take-offs were carried out. The machine used was a Westland Sikorsky, known as the Dragonfly, which is employed by the Royal Navy for Air-Sea Rescue, fleet communications and special photographic missions. It is visualised that in time of war the helicopter operating with a merchant fleet in convoy might be a valuable means of communication between ships during hours of radio silence when a convoy is menaced by submarine packs.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Defence Plans.—I write on the day after the Premier's statement on defence. But already it is too late to think out anything in the way of comment which will be new when these lines see print. I will confine myself to one or two footnotes. Mr. Attlee has not allowed himself *this time* to be swayed by his tail, which (on this question) is docked, if wiry. The job and its cost are both stupendous. But even if all goes according to plan, it will be a very long time before we are safe from aggression. The extra men called up will neither be fully trained for an *emergency* in, say, October, 1951, nor will they contribute to the extra divisions which we must now establish in Europe and replenish on other fronts. And though men are vital, they are not much use without the weapons of war, arms, tanks, ships, planes. One point not touched on as yet elsewhere hits me. As regards the training of the recalled men—is our standing Army *ready* for them? Will every one of those vital *refresher* days be usefully employed? Or will these men, torn from their civilian employment, be set to shovel coal and tidy barracks for inspections. In short, will overlapping, muddle and lack of trainers cut the short refresher course by 50 per cent.? And one last small but curious footnote: Mr. Yates, in a question, argued that an approach to Stalin "at highest level" would be a better approach to peace. And the Tories cried "Nonsense," and Mr. Churchill blandly branded that foolish conservational cross-talk. But not long ago Mr. Churchill and the Tories thought the effort to contact Stalin quite a good idea. Ergo, the Government is not alone in the luxury of a change of mind. Will this hit you and me? Yes, gentle reader, it will . . . repeated blows with a blunt instrument.

Clubs are Trumps.—On the very day on which Mr. Attlee admitted that without strength there can be no peace, two little announcements indicated that neither justice nor morality has much hope of success without strength or sanctions. In short, trumps are still clubs. For example: The Hague Court branded Albania over the Corfu Channel incident and awarded us damages against her. Has she paid up? Not she. She has laughed at the verdict. The Russians owe (and once admitted that they owed) the U.S. quite a handsome sum for lease-lend during the war. Value of goods received about £2,500,000,000. For four years the U.S. have politely invited Russia to give consideration to this account "now long overdue." But the invitation has not been accepted. No doubt, such indications as these have helped to change the minds of those who only the other day believed that the diplomatic approach at highest level is the best and cheapest way to settle accounts and differences. That horrid old "gunboat" of the naughty 'Nineties is, I fear, still the best ambassador and debt collector.

The Mind of MacArthur.—While we wait anxiously for the news we long for, that a temporary cease-fire will be agreed on in Korea so that diplomacy may have a chance of success, the battle in Korea continues to ebb and flow. The mind of MacArthur is a sealed book to us. It is a book which we would like to read from cover to cover on the phases of the war in Korea. It seems to us that his major strategy is extraordinarily influenced by a local success. Just now the slogan of the advances or probes northwards is an unusually optimistic one—a final effort to achieve something far broader and more important than success in Korea. Only those on the spot have any idea of the conditions in a battle area, that is, of the mental and physical conditions. Rumours play a large part in the day-to-day morale of the troops. Proven facts are the essential needs of the commander. We at home may hear the rumours, but hear only such essential facts as the higher Command is willing to make public. The extraordinary compass-variations of MacArthur's strategy in Korea are doubtless caused by influences we cannot appreciate here. But I should like to record with gratitude that the last American commentary to which I listened on the wireless made me much more clear about, and sympathetic towards, the present view on Korea held by the bulk of the American people. They have a right to feel more, and the means to know more, about what goes on in and about Korea to-day.

NEW YORK TO LONDON IN 7 HRS. 48 MINS.—CAPTAIN CHARLES BLAIR, A PAN-AMERICAN AIRWAYS PILOT, LANDING AT LONDON AIRPORT AFTER BREAKING THE RECORD TIME FOR THIS JOURNEY: Flying a converted Mustang fighter aircraft, powered by a Packard-built Rolls-Royce Merlin engine, he easily beat the previous record of 8 hrs. 55 mins., held by a Pan-American Stratocruiser. Captain Blair, who had waited twelve months for suitable weather for his attempt on the record, had a tail wind of 130 m.p.h. during part of the flight. On arrival at London Airport he said that the weather had not been too good and there had been some ice. He went up to 37,000 ft. over the Atlantic. The crossing actually took 48 minutes longer than he had planned, because of strong head winds. On landing, the plane was impounded by Customs officials as Captain Charles Blair was without the required travel documents. On the previous day a B.O.A.C. Stratocruiser with forty-four passengers flew from New York to Prestwick in 8 hrs. 41 mins. at an average speed of nearly 400 m.p.h. Captain Kenneth Buxton, the pilot, said that it was a normal flight.

Blacks and White's.—White's Club will not in a month live down the incident which involved Mr. Bevan. It is strange to reflect that two irresponsible club members—and most people would say that of the two Mr. Stanley's action was the more irresponsible, knowing the impulsive character of his friend—could do more to blacken the Tory Party in the eyes of Socialists in a few minutes than years of insidious propaganda and class-warfare and alleged administrative incompetence. Yet so it is. When the incident was over, Sir John Slessor went to bed—and stayed there. Mr. Bevan completed the script which he was to read over the air and which was to prove to the world that he is Mr. Attlee's *most dangerous rival*—for the wooden spoon of oratory; to prove that he could be duller, more slovenly and more boring than his Chief in the business of reading out carefully edited sentences signifying nothing. Mr. Stanley gave interviews to the Press and Mr. Fox Strangways resigned from the Club. The rest of the members found a subject for discussion very much to their taste and very suitable for the cocktail bar. "In many a gin and vermouth must they drown the memory of that impertinence." White's Club (as Mr. Stanley said) has long prided itself on its old Tory traditions, and Mr. Bevan, who conducted himself with great dignity and restraint, was "the only one who came out of the affair with dignity." If that was the case, it looks as if White's Club should critically re-examine the old Tory traditions which are its pride. But for my part I do not think that White's, or any other West End club, could be the social headquarters of all that is best in the Tory tradition. You might find some of those pearls in working men's clubs in the provinces or in village clubs.

The Stone.—The Stone of Destiny (or Scone) is officially on the *index expurg.* It is in bad taste to refer to it on the air or on terra firma in a humorous way. And that is understandable. Its loss is no joke to the Dean and Abbey authorities, nor to the police, who apparently are faced with, and foxed by, the perfect burglary. And certainly there was "quality" about the extraction of this heavy and financially valueless object, if the word can be applied to an act of sacrilege and larceny. The theft was so perfect that the perpetrators can afford to assist the hunt (to make the hunt more fun) with pointers—unless the pointers are red herrings, which is possible. But the latest herring, deposited on the steps of St. Giles', looks more like a genuine signature of the chief of the robber band, who perhaps grows jumpy. This curious crime will probably figure in English history as a sign of the times. It will rank with Colonel Blood's and the Captain of Kopenick's adventures. It is more than a crime, it 's a wonder, a portent. It has a significance which goes beyond police records and statistics. It is a document of our age, of our way of life and thought in these years of grace. And an enormous number of people have been induced to talk a lot of exaggerated nonsense about it.

Entertaining the Visitors.—The worst of planning your economy is that it results at once in too many planners chasing all too few "prospects." But we 've had a bellyful of politics in the last few "Newsletters," and I will illustrate my point from the activities of the innumerable and well-meaning Festival planning committees which are springing into activity with the first crocus. The village women's institutes are already familiar with their questionnaires. How many overseas visitors to the Festival will you personally entertain during the summer and for how long? How many bedrooms can you put at the disposal of the dollar-bringers? And (arising out of that question in the mind of the "prospect") how many portions can you cut off your meat ration to satisfy how many guests for how many days in a single week? ["Is your mother *entertaining* this season?"—"Not very."] How many attractions are you staging on the village green for the Festival? How many cars can Slocum Parva earmark for the conveyance of visitors from the main-line junction to the famous ruins? How many teas can be guaranteed after the sight-seeing? It really looks as if some of the local lions, poor things, will be disappointed of a single dollar-bringing Christian when the time comes. We shall be all dressed up and no one to come and eat our buns. We shall be over-planned for hospitality. Just think what the results would be if all this planning enthusiasm for the Festival were being put (canalised) into a C.D. drive. It sometimes happens that the Waterloo run is spoilt by the presence on the field of too many hares. Just now all over the country there are too many long dogs chasing too many hares. A little more co-ordination of effort might be *a good thing.*

"From Private Collections."—I like to take a little credit when I propound an idea which appears later to take root. There was nothing very novel in the idea that the masterpieces of art still housed (and little known) in the surviving country houses of Britain could furnish forth wonderfully instructive, interesting and beautiful art exhibitions (as a contribution to the Festival of Britain and as a draw for dollars) in every large-sized town that took the trouble to apply in its own immediate radius. It seems that this is being done in many quarters; not alone in London, nor so *selectively* as Agnew's Centenary Exhibition of 120 of Turner's finest watercolours, all loaned from fifty private collections. I hear of such exhibitions being prepared in many cities and largish towns and watering-places; and, in regard to the two or three of which I have had experience, the difficulty proves not to find enough for an interesting show, but to select from the enormous wealth and variety offered by private owners. The promoters have been taken by surprise. My argument was that there is even to-day in England hardly a town of 50,000 inhabitants which could not furnish a first-rate exhibition of pictures, plate or furniture, of first-rate merit and largely unknown to the connoisseurs, loaned from surviving country houses within a twenty-miles radius.

THE OLD STAGER

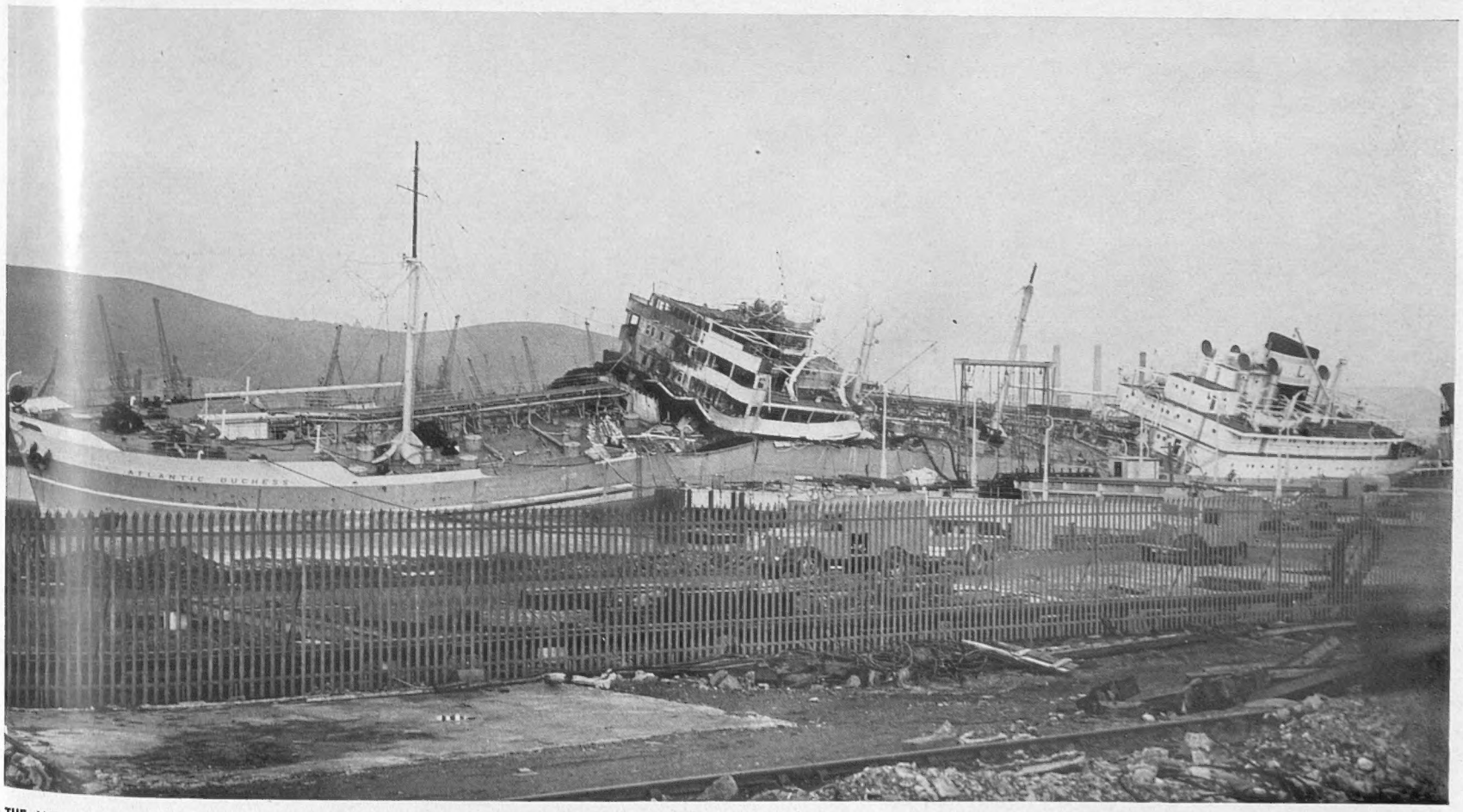
"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).

THE CO APSE OF THE CONCRETE AND STEEL DUPLESSIS BRIDGE WHICH SPANS THE ST. MA ICE RIVER, TRIBUTARY OF THE ST. LAWRENCE, AT THREE RIVERS, QUEBEC: When t bridge collapsed with great suddenness four cars were plunged into the river and se people were drowned. The cars hit the ice and then sank into the depths, the occ ants being unable to escape. A dozen other vehicles which were approaching the bri e managed to stop in time. The Duplessis bridge was built in 1948 at a cost £1,000,000, and is the second largest bridge in the Province of Quebec.

THE CANADIAN BRIDGE DISASTER AT THREE RIVERS

Three Spans of the £1,000,000 Duplessis Bridge Collapse on the St. Maurice River in Quebec Province



THE WRECKED "ATLANTIC DUCHESS" LIES WITH HER BACK BROKEN IN QUEEN'S DOCK, SWANSEA, AFTER THE EXPLOSIONS WHICH ROCKED THE WHOLE PORT: Seven men were killed and thirteen were injured in this disaster occurring after the vessel, which had just completed her maiden voyage from the Persian Gulf, had unloaded her cargo of oil and disconnected the shore pipe. In all, three explosions took place during one day, and after the first two of them a fire broke out. The first two explosions occurred at 4.55 a.m. on February 2, rocking the dock area and awakening people throughout Swansea. Immediately the ship burst into flame about the bridge. The big tanker's superstructure was completely destroyed.

A TANKER DISASTER AT QUEEN'S DOCK, SWANSEA

SEVEN DEAD AND THIRTEEN INJURED

LERWICK BURNS THE LONGSHIP

SEVEN HUNDRED GUIZERS TAKE PART IN THE ANNUAL FIRE FESTIVAL

TAKING PART IN LERWICK'S ANNUAL UP-HELLY-A' FESTIVAL : *Left*—The Guizer Jarl (Mr. Jack Hunter), resplendent in a coat of shining mail, as he stood in the prow of the full-size Norse war galley *Mariasud* as it was drawn through the streets of the Shetland capital before the final act of committing it to the flames, which is the climax of these Scottish-Scandinavian celebrations having their origin in the old Norse Yuletide feast. *Right*—The Guizer Jarl leading his followers along the quay.

About 480 years ago the Shetlands, like the Orkneys, were subject to the Scandinavian Crown. Shetland—the Ultima Thule of the ancients—is still markedly Norse in many of its characteristics, and it has bequeathed many words to the Shetland dialect. The celebrated Up-Helly-A' Festival, which was revived in Lerwick in 1949 after a lapse of ten years, is essentially Viking in origin. It marked the return of the sun god and the gradual rolling back of the long winter nights with the promise of the advent of spring. Feasting, drinking and sacrificial rites were in olden times the highlights of the festival, and if to-day it takes a less pagan form, it is hardly less spectacular than in the past, culminating, as it does, in the burning of the longship by night. The pictures on this page show the great procession of guizers. Part of the marching and counter-marching had to be cut short this year owing to the south-easterly gale, but the final act of consigning the galley to the flames was as spectacular as ever. After the burning of the longship the guizers forgathered in the dance halls of Lerwick.

THE CLIMAX OF UP-HELLY-A' : The guizers, carrying torches in their hands, march through Lerwick with the longship. Later, on the shores of Clickimin Loch, Norse war songs were sung and to the accompaniment of lusty cheering and the firing of rockets, torches were hurled into the doomed longship, which is seen (*inset on left*) as it blazed from stem to stern. This incident recalls the Norse custom of placing a dead warrior in his blazing longship.

THE BUILDING WORKERS HOLD A MASS MEETING ON THE SOUTH BANK SITE, WHERE THE FESTIVAL OF BRITAIN EXHIBITION IS BEING PREPARED, AND DECIDE TO COME OUT ON STRIKE IN SUPPORT OF THE ELECTRICIANS: The meeting, held within the grounds of the exhibition, was largely attended, and there was a majority vote to support the demand of the electricians (who had been on strike for six days) in their demand for an extra 2d. per hour. When the builders came out this left only about 300 men at work out of a total of 1,400. The Festival of Britain authorities stated that if the strike stopped quickly the time lost could be picked up before the date fixed for the opening of the Exhibition. On Friday of last week the situation was improved when the builders decided to go back. The electricians followed them after taking a vote.

THE STRIKE AT LONDON'S FESTIVAL SITE

Men Stop Work on the South Bank as the Electricians Claim an Additional 2d. Per Hour; The Builders Support the Electricians

On left—THEY HAD A GRANDSTAND VIEW: Several workers listened to the strike meeting from the vantage point of the scaffolding which still surrounds the Dome of Discovery.

CAUSE AND EFFECT ON THE SOUTH BANK SITE: *Left*—The mass meeting of the building workers in progress. *Right*—After the strikers had left the site the foremen gathered beneath the Dome of Discovery to play a game of solo whist. By Thursday of last week the greater part of the site was idle, and the strike spread to the amusement section of the Festival at Battersea. Those who did remain at work on the Exhibition site concentrated on the Royal Festival Hall.

Disaster on Mount Lamington

TWO THOUSAND FEET BLOWN OFF A NEW GUINEA MOUNTAIN

One of the most terrible volcanic disasters in modern [illegible] occurred in January in Australian New Guinea, [illegible] territory which the Commonwealth administers under [illegible] trusteeship of the United Nations. Calculating the death-[illegible] will take many months, but a preliminary aerial survey of [illegible] twenty or more devastated villages indicates that the [illegible] casualty figures may be as high as 5,000. It is feared that [illegible] of the thirty-four missing Europeans have lost their lives.

Colonel J. K. Murray, the Administrator of New Gu[illegible] at once set out for the scene of disaster, going into the area [illegible] a team of experts and relief workers, among them the Gov[illegible]ment volcanologist, Mr. Taylor. At the same time [illegible] Australian Government dispatched medical and food sup[illegible] by ship from Lae, North-West New Guinea. The rest[illegible] parties operating from Popondetta were in constant danger [illegible] the smoke and flames continued to belch forth from the cra[illegible] of Mount Lamington, and further eruptions were expec[illegible] after the first three. Higaturu and Sangara have been isol[illegible] by order of the Administrator, so that the work of loca[illegible] and burying the dead may proceed.

Mr. Taylor, the Government volcanologist, flew over Mo[illegible] Lamington between the first and second eruptions. [illegible] reported that the first explosion had blown 2,000 ft. off the [illegible] of one peak of Mount Lamington. He examined the cr[illegible] from a small aircraft in which he sometimes flew as lo[illegible] 100 ft. He says that Mount Lamington "is now 3,000 ft. [illegible] as compared with 5,000 ft. previously."

LOOKING THROUGH THE HUGE RENT WHICH THE ERUPTION TORE IN THE SIDE OF MOUNT LAMINGTON, THE VOLCANIC PEAK IN THE OWEN STANLEY RANGE OF NEW GUINEA: The eruption blew 2,000 ft. off the top of the mountain, a number of native villages were razed and their populations wiped out, the casualties being estimated at between 4,000 and 5,000. The first of the series of eruptions occurred on January 18, and was entirely unexpected as, although legends told of smoke pouring from the mountain, there was no official record of any previous eruption.

PRAYERS FOR THE DEAD BY THE ROADSIDE AT HIGATURU: Europeans and natives stand beside the jeep as Father Lockie reads the service on the outskirts of stricken Higaturu, which was more or less completely obliterated by volcanic ash from Mount Lamington. Standing third from left (wearing dark glasses) is Colonel J. K. Murray, Administrator of New Guinea. Also on the spot were New Guinea's Director of Public Health, and the Government volcanologist.

USING THE BONNET OF A JEEP AS AN ALT[illegible]
A Roman Catholic priest conducting a service on a [illegible] near Higaturu for victims of the disaster. O[illegible] the first known victims was an English missionary, [illegible] Rev. Dennis Taylor, a former curate in St. Pan[illegible] Thirty natives of the Sangara Mission died with [illegible]

LOCALLY THEY WERE KNOWN AS THE FOUR P[illegible]
the parade-ground at Higaturu before the [illegible] parade-ground is now buried under many [illegible] left which was blown out by the biggest [illegible] exploded like an atom bomb. Black smoke [illegible]

E SCENE OF SOLATION IN THE VILLAGE OF HIGATURU SIX MILES FRO THE MOUNT LAMINGTON VOLCANO : Trees and houses were ed, volcanic ash strewed the ground and there were bodies every ere, some hanging from the branches of trees and some caught he forks of trees where they sought refuge from the hot ground. It is mated that 400 people died at Higaturu. Mr. Champion, director of trict services, found the bodies of ten Europeans.

THERS : The four peaks of Mount Lamington seen from eruptions which devastated the surrounding countryside. The volcanic ash. It was the side of the peak fourth from the ptions. One survivor afterwards declared : "The mountain like a mushroom and then came rolling down towards us."

AFTER THREE ERUPTIONS WITHIN TEN DAYS CLOUDS OF SMOKE STILL BELCH FROM THE CRATER OF MOUNT LAMINGTON : The first eruption occurred on January 18, and there were two more during the week-end of January 27-28, on the third occasion threatening with destruction the advanced base of the relief workers at Popondetta, within nine miles of the volcano. At the same time an under-water eruption is believed to have taken place some hundreds of miles away in the midst of the Coral Sea.

A FLYING BOX CAR OVER KOREA: The C 119 Fairchild Packet or flying box car is in daily use in the battle zone, supplying troops with arms, ammunition and rations. So busy are these cargo-carriers of the United States Far East Air Forces Combat Cargo Command that, once they have arrived in the theatre of war, the rear doors are left off permanently to facilitate loading and unloading, as may be seen in the above picture. Pictures published in "The Sphere" last October showed these aircraft carrying 155-mm. Howitzers, weighing half-a-ton, which were dropped with special parachutes. On this page, pictures show a smaller cargo of rations being carried. On a signal from the ground forces, the "cutter" and "kicker" release the boxes and kick them out of the flying box car.

FLYING BOX CARS OVER KOREA

The United States Combat Cargo Command Supplies the Ground Forces

OFF TO THE BATTLE ZONE: Three flying box cars leave their advanced base in Japan to fly across the Sea of Japan on their way to Korea. In the aircraft on the right of the picture the "kicker," who finally despatches the cargo on its parachute drop, may be seen.

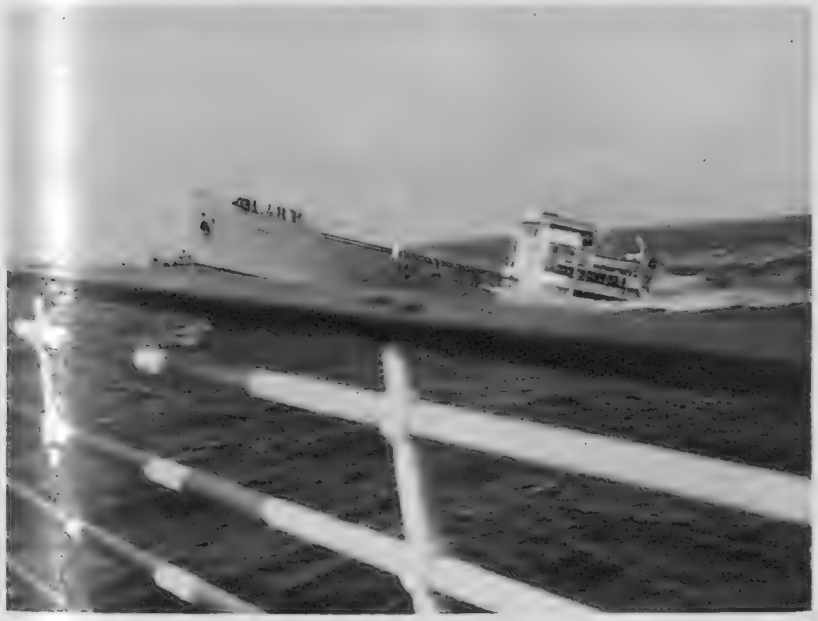
LOADING THE FLYING BOX CAR AT AN ADVANCED BASE IN JAPAN: As soon as an emergency request for food reaches this Combat Cargo Command Base, boxes of rations, with parachutes already attached, are rolled aboard the aircraft ready to take off for the battle zone.

THE "CUTTER" AND THE "KICKER" AT WORK: Members of the Combat Cargo Command airdrop team prepare to despatch boxes of rations to ground forces in Korea. *On left*—Corporal Warren Shirk of Annville, Pennsylvania, cuts the mooring rope, while Roscoe Mullins stands by to kick the package from the flying box car. *On right*—The crew chief, S-Sergeant Jack Morton, of Rock Hill, South Carolina, gives the signal to the "kicker" to send the rations on their way.

THE LAST MOMENTS OF THE FOREPART OF THE PANAMANIAN TANKER "JANKO" AS SHE FOUNDERED OFF CAPE FINISTERRE: This dramatic picture was taken from the deck of the Norwegian liner *Venus*. The *Janko's* back had been broken in the heavy seas which were running at the time of the disaster. Ships standing by took off thirty-three of the crew of the *Janko*, both parts of which remained afloat for a while, each with men on board. Later the stern was taken in tow by the British salvage tug *Bustler*, which made for Vigo Bay, about twenty miles distant. Six survivors, including the captain, were taken aboard the *Venus* and later they were landed at Southampton. It was afterwards established that the *Janko's* forepart had come to rest apparently intact on a sandbank on the Spanish side of the entrance to the River Mino.

A PANAMANIAN TANKER FOUNDERS OFF CAPE FINISTERRE

The "Janko," of 9,720 Tons, is Broken in Half by Fierce Atlantic Gales, and a Norwegian Liner Comes to the Rescue



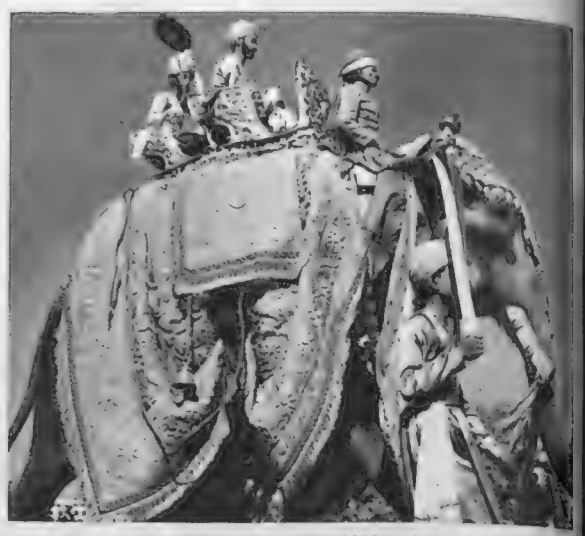
PLIGHT OF THE "JANKO": Another view of the forepart of the *Janko* as she foundered, also taken from the 6,272-ton *Venus*. The *Venus* rescued the *Janko's* captain, chief officer, wireless operator and three other members of the crew. The *Venus* also brought to Southampton the body of the second officer, who was dead when taken from the sea.

SURVIVORS FROM THE "JANKO" ARE BROUGHT ABOARD THE NORWEGIAN LINER "VENUS": *Left*—The rescue boat coming alongside the *Venus* with six members of the crew of the *Janko* safe and sound. The remaining members of the crew were rescued by other ships. *Right*—The survivors being helped aboard the *Venus*, while the captain superintended operations from the bridge. The *Janko* was bound for Gothenburg from Abadan, in the Persian Gulf. Her stern half, now at Vigo after being taken in tow, was reported to be dry below decks with her engine-room and two holds intact.

INDIA CELEBRATES HER REPUBLIC DAY

AND OTHER FOREIGN NEWS IN PICTURES FROM FOUR CONTINENTS

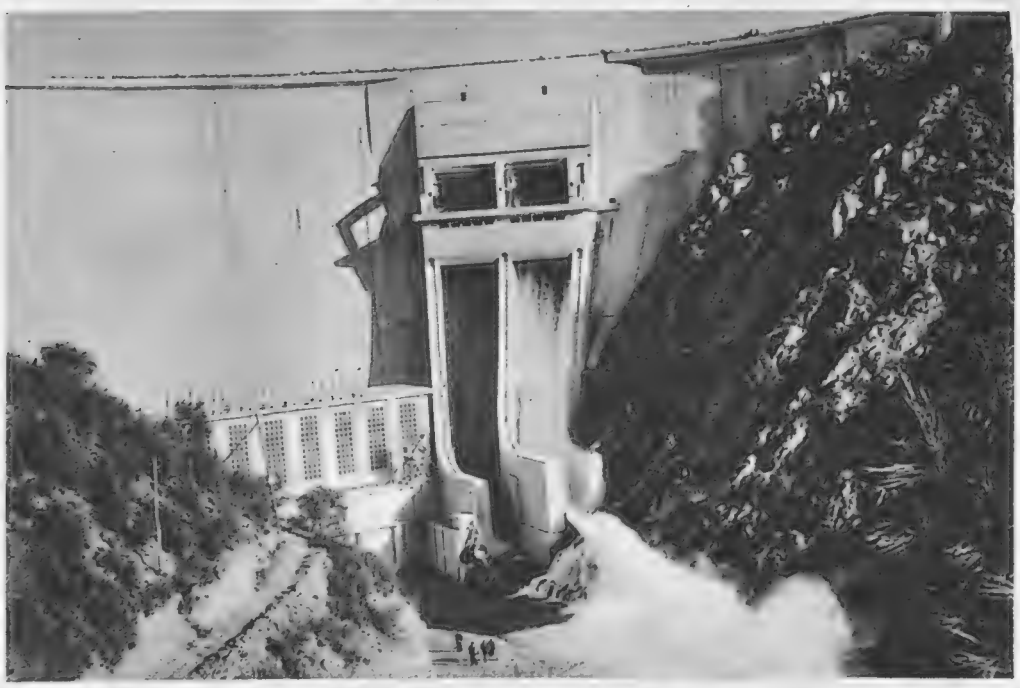
THE INDIAN PRIME MINISTER OPENS THE NEW NATIONAL STADIUM IN NEW DELHI, THE VENUE FOR THE COMING ASIAN GAMES: Mr. Nehru, with the Maharaja of Patiala on his right hand and Rajkumari Amrit Kaur, Health Minister, and King Tribuhvana of Nepal on his left hand, seen in the grandstand of the stadium at the inaugural ceremony. The first Asian Games are to be held there from March 4 to 11. The stadium, with a seating capacity for 30,000 persons, is the first of a network of stadiums to be built in India's cities. It has a cinder track, a cycling bowl, and a swimming pool. There are also up-to-date dressing rooms.



PRINCELY PAGEANTRY IN REPUBLICAN INDIA: This richly-caparisoned elephant, showing the mode of transport used by the Emperor Shah Jehan three centuries ago, took part in the Republic Day ceremonies in Delhi. This was the first anniversary of Republic Day, and there were military parades and flag-hoisting functions in all the towns and cities of the Indian Dominion.

YUGOSLAV ROYALISTS GO ON TRIAL: Left to right—Blagota Boskovic, former lieutenant in the Royal Yugoslav Army, Dr. Kosta Kumanudi, a Cabinet Minister in pre-war Yugoslav Governments, and Velja Popovic, one-time Yugoslav Minister of the Interior, are three of the major defendants in the trial of sixteen Royalists who are said to have been working to restore exiled King Peter II. The State prosecutor charged that the ex-King had personally participated in the direction of underground activities from a Paris headquarters, with branches operating in countries bordering on Yugoslavia.

A SECRET ARMS DUMP DISCOVERED IN MILAN: This haul of arms, a veritable arsenal of lethal equipment, was made by the Italian flying squads in the cellar of the O.M. Mechanical Workshops and is one of the largest found in Italy since the war. In the first row are a number of Bren-gun barrels, Sten-gun barrels, and cleaning kits. The second row consists of Bren and other machine-guns. The third, fourth, fifth and sixth rows are boxes of small arms ammunition and grenades. In the background are tommy guns.

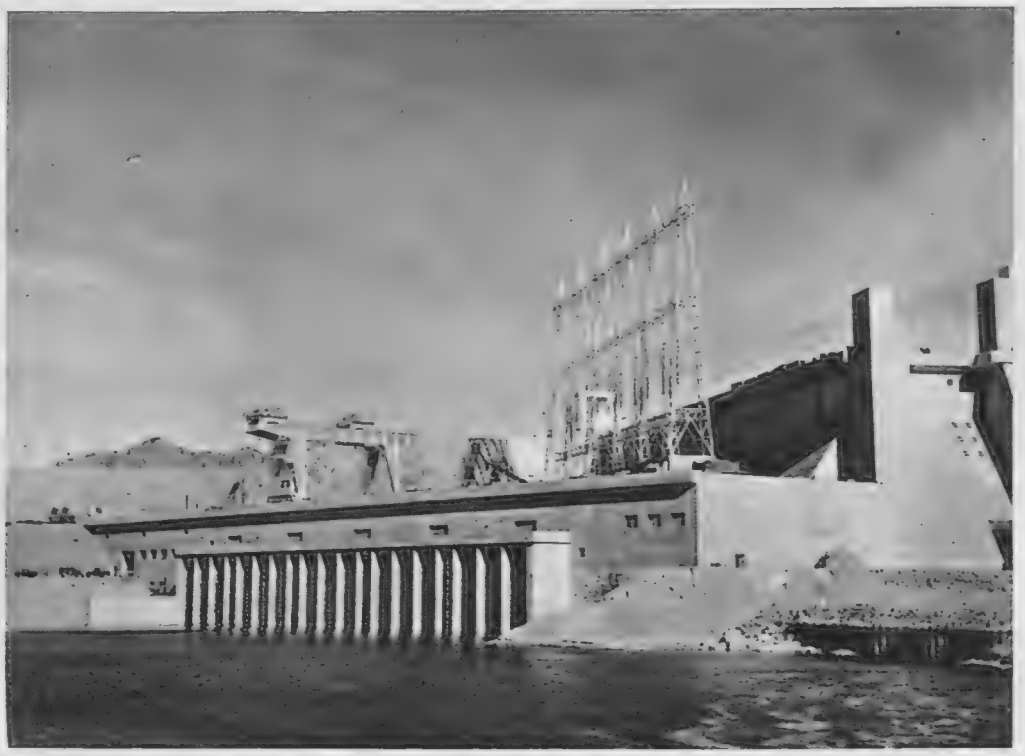


INAUGURATING THE GREAT ZEZERE DAM—THE PORTUGUESE PRESIDENT AT THE GREAT GENERATING PLANT AND BARRAGE AT CASTELO DO BODE, WHICH HAS BEEN BUILT BY BRITISH INTERESTS: *Left*—Water pouring through one of the sluices of the dam, and (*right*) the Presidential party walking along the summit of the dam. The three figures in the foreground in the centre are the Cardinal Archbishop of Lisbon, Marshal Carmona and Mr. de Almeida, administrator of the project.

The great Zezere Dam at Castelo do Bode, about ninety miles north of Lisbon, together with the scheme now being undertaken at Villa Nova, north-east of Oporto, marks the first step towards a supply of electrical power for all Portugal. The Zezere contract, which is worth about £1,000,000, was gained by British interests in the face of world competition, and this country has supplied all the equipment for the dam and the generating plant. The Zezere scheme will produce 300,000 units of energy annually. 400,000 cub. metres of concrete have been required for the dam, and three giant steel penstocks have been constructed to lead the water from the reservoir through the dam to the turbines. The overall plan for Portugal is that power will be brought to the industrial towns by main transmission lines connecting Castelo do Bode, Coimbra, Villa Nova, Lisbon and Oporto. From the main transmission lines there will spread a network of feeder lines connecting up existing water and steam-power stations. At last week's inauguration of the Zezere Dam, Sir Nigel Ronald, British Ambassador to Portugal, was present, and also Sir Godfrey Huggins, Prime Minister of Southern Rhodesia, who was on a visit to Lisbon.

D CHINA IS VOTED IN AND THE NATIONALISTS ARE VOTED OUT AT A CONFERENCE IN EGYPT OF THE INTERNATIONAL POSTAL UNION: *Left*—First on the scene at this conference at Heliopolis were the Nationalist delegates, the representatives of Generalissimo Chiang Kai-shek. They are seen ensconced in the seats allocated to China and apparently ready to defend their positions at all costs. *Right*—The three Nationalists, who are on the left of the table, confronting the three members of the Peking delegation, who arrived on the scene later. Both delegations determined to stay, if possible, claiming that each was the rightful representative of China. Finally they agreed to leave the room while the matter was put to the vote. Victory went to the Peking delegation by five votes to three. There were three abstentions.

ORK IN PROGRESS ON THE DAVIS DAM POWER PLANT, THE U.S. BUREAU OF RECLAMATION'S LATEST DEVELOPMENT ON THE COLORADO RIVER: A 325-ton gantry crane preparing to place in position a hatch cover over generating unit No. 3. The power plant is of a semi-outdoor type with the tops of the generators extending through the power-house roof. By the summer all these units will be in production at the rate of nearly a billion kilowatt hours of energy annually. Last month at Davis Dam water was turned into the penstock supplying the first completed generator unit. The power will go to Southern California, Southern Nevada and Arizona.



THE DAVIS DAM POWER PLANT ON THE ARIZONA SIDE OF THE COLORADO RIVER: This view looks across the tailrace towards the power plant. At maximum the Davis plant will turn out a billion kilowatt hours of energy annually, which is about one-fifth of the production of neighbouring Hoover Dam.

M ITALIAN AIR-LINER STRUCK BY LIGHTNING: This was all that remained of a four-engined Italian aircraft of the Alitalia Line, flying the scheduled Paris-Rome route, which crashed and was burnt near Civitavecchia, 55 miles north of Rome. Thirteen of the seventeen people travelling in the aircraft, which had a crew of five, were killed, and the remainder were injured. The machine, which was due to land at Rome Airport a few minutes later and had already signalled to that effect, was struck by lightning. Eye-witnesses say that the pilot tried to make an emergency landing. This is the first disaster to be suffered by Alitalia in five years' flying. The crash occurred near the main Rome-Genoa railway line, and railway workers and others who rushed to the spot extricated the four survivors from the burning fuselage.

THE PASSING OF FIELD MARSHAL BARON MANNERHEIM, FINNISH NATIONAL HERO: **The lying-in-state at the Cantonal Hospital, Lausanne, where the Field-Marshal has died at the age of eighty-three.** Field-Marshal Baron Mannerheim was born in June 1867, a Swedo-Finn of a noble house prominent in Sweden from the mid-seventeenth century and in Finland for some 150 years. Mannerheim distinguished himself in five wars, his career starting with thirty years of loyal service in the Russian Army. In 1904, a lieut-colonel at the age of thirty-seven, he went east to take part in the war against Japan, and, despite Russian defeats, he distinguished himself as a leader. Later he took part in a remarkable trans-Asiatic expedition, covering over 8,000 miles, for the most part on horseback. After the First World War, Mannerheim was the central figure in the War of Liberation, and he finally entered Helsingfors at the head of 16,000 men. He served as Regent in the confused days of Constitution-making, and as mediator with foreign States. Mannerheim's brilliance in the Second World War, when he at first fought off the Russian attack, was a model of tactical genius. In 1944 Mannerheim became the Finnish President.

THE OLIVIERS AND THE HAREWOODS AT A LONDON RECEPTION: Sir Laurence Olivier, Lady Olivier (Vivien Leigh), the Countess of Harewood and the Earl of Harewood at a reception given by the Oliviers in a London Hotel to Mr. Gian-Carlo Menotti, the Italian producer, author and composer, and to members of the cast of his opera *The Consul*, which was due to open at the Cambridge Theatre on February 6. The Oliviers had only recently returned from Paris, where they went for a brief holiday after their latest visit to Hollywood. In *The Consul*, Sir Laurence makes his debut as an opera impresario. The opera, which has been delighting New York audiences, deals with post-war events in Central Europe; it is, to quote the author's words, "the story of a desperate people defeated by the inhuman machinery of a consular office." The heroine's role, that of the wife of an escaped Resistance leader, is played by Patricia Neway, a young soprano who made her debut in variety.

A PROMINENT TITOIST IN LONDON: Mr. Milovan Djilas (left), Minister without Portfolio in the Yugoslav Government and Secretary of the Politburo of the Yugoslav Communist Party, seen in conversation with Brigadier Fitzroy Maclean, M.P. for Lancaster and an authority on Yugoslavia, at a British Government reception at Lancaster House, London. Mr. Djilas, who is a stern critic of Soviet policy, has been in London on a private visit to the Yugoslav Ambassador, Dr. Jose Brilej. Mr. Djilas has often been the subject of outspoken attacks by the Cominform and has been a particular target in the newspapers of the satellite countries.

PEOPLE AT WORK and AT PLAY

A Parade of Personalities in the News

THE MAN WHOM BIG BEN BEAT: Mr. Maurice Webb, the Minister of Food, s leaving the Food Ministry for the House of Commons to complete statement on the breakdown of the Anglo-Argentine meat talks. T statement, which when it was completed made known to the world further cut in the meat ration, had been cut short the previous even by the exigencies of House of Commons procedure. Business of the da the House normally finishes at 10 p.m., and immediately after this a motion for adjournment gives a Member an opportunity to raise another matter. If the mo is not agreed to within half an hour, the Speaker automatically adjourns the Ho even if an M.P. is in the middle of a sentence. Mr. W had been speaking for fifteen minutes in the de Apparently he was so carried away by his argument t he forgot time was running out. Tugs at his coat t at 10.28 by Mr. Morrison, Lord President of the Coun who sat immediately behind him, failed to remind h When the Speaker adjourned the House, Mr. Webb loo around with an expression of bewilderment as he sat do

BACK FROM A SWISS HOLIDAY, THE LATTER PART OF WHICH COINCIDED WITH THE AVALANCHE CATASTROPHE: Screen actress Linda Christian and her screen actor husband, Tyrone Power, seen on their arrival at London Airport.

IS HE THE WORLD'S RICHEST MAN? Mr. Calouste Gulbenkian, eighty-one-year-old and rarely-photographed recluse, seen leaving his luxury hotel in Lisbon. The oil king's personal fortune is estimated at between £300,000,000 and £400,000,000 sterling. In January he is said to have made £500,000 in the space of five minutes when Shell Oil shares rose by 10s. Born at Constantine, of Armenian parents, in 1869, Gulbenkian's ambition is to live to be 106. He claims his father died at the age of 105. His art deals have been as lavish as his business moves. When he moved his London art collection to Paris in 1932 it was estimated that he had £2,000,000 in art treasures gathered under the one Paris roof.

RAGHEB PASHA EL-NASHASHIBI IS MADE "PROTE OF THE HOLY PLACES": The Muslim M receiving congratulations in the Arab-contr section of Jerusalem on taking over the post given him by King Abdullah of Jo Among members of the Diplomatic Corps prese the ceremony were representatives from the Un States, Britain and Turkey. Representatives of Cath countries and representatives of the Catholic C in the Holy Land are said to have boycotted the cere The Catholic Church wants Jerusalem internation

THE FULFILMENT OF A DELAYED ENGAGEMENT—QUEEN MARY REOPENS THE ASSEMBLY HALL OF CHURCH HOUSE, WESTMINSTER, ON THE FIRST DAY OF THE SPRING SESSION OF CHURCH ASSEMBLY: Her Majesty was prevented from carrying out this ceremony last November, after the Hall had been restored, owing to a cold which persisted for some weeks. The Archbishop of Canterbury is here seen as he presented Mr. A. T. Scott, the architect, following Queen Mary's arrival for the opening ceremony. As Queen Mary entered the circular Hall to take her seat on the platform she was greeted with warm applause from the assembled bishops, clergy and laity. Queen Mary sat with the two Archbishops and the Chairmen of the Houses of Clergy and Laity. After an address of welcome had been spoken by Dr. Fisher, Queen Mary unveiled two panels at the rear of the platform. One commemorates Queen Mary's laying of the foundation-stone of Church House, and its opening by the King and Queen, while the other records the restoration of the Hall after its destruction by bombs and its reopening by Her Majesty.

THE FITZWILLIAM CASE: Mr. George Fitzwilliam arrives at the Law Courts with his wife and daughter for the case in which he sought to establish his legitimacy, and the right of himself and his heirs to inherit the title and between £500,000 and £1,000,000. Sixty-three-year-old Mr. Fitzwilliam was claiming a declaration of his legitimacy against the Attorney-General and asking to be legally established as elder brother of the present heir-presumptive, the Earl's second cousin, Captain William Fitzwilliam. Captain Fitzwilliam is a bachelor, as is the present Earl, sixty-seven-year-old Eric Spencer Wentworth Fitzwilliam of Barndale. Sir David Maxwell Fyfe, K.C., claimed that Mr. George Fitzwilliam's father had married Daisy Evelyn Lyster (Eva Raines, a Gaiety Girl) in Scotland in 1886. The marriage was kept secret. Mr. George Fitzwilliam senior then held a commission in the Household Cavalry. In 1888 the couple were remarried at St. George's, Hanover Square. The point at issue was whether the ceremony, if it took place, was lawful by Scots law, and whether the only lawful marriage was in an English church after the birth of their son.

THE WINDSORS WERE PRESENT: The Duke of Windsor enjoys a Churchillian cigar while the Duchess looks on at the Plaza Ballroom in New York. They were chief guests at the American National Theatre Academy Ball which was held in order to collect funds for the 1951 target of 1,250,000 dollars to be devoted to the purchase of the Anta Playhouse, New York.

LORD BEAVERBROOK AND LADY PEEL IN JAMAICA: The two celebrated Canadians met at Doctor's Cove, Montego Bay. Lady Peel (Beatrice Lillie) was staying with Ivor Novello at his winter house, "Wyndways."

MAKING THE FESTIVAL FILM: Robert Donat as William Friese-Green, the pioneer of cinematography, directs his camera at Jack Cardiff, who won an "Oscar" for his camera work. Between them are Margaret Johnston and one of the directors of the film, John Boulting. The Boulting brothers are filming in Technicolor the life-story of Friese-Green, which is being made on behalf of the British film industry for this year's Festival of Britain, under the title of *The Magic Box*. Several film stars have volunteered to take small parts in the picture, including Sir Laurence and Lady Olivier, Richard Attenborough, Sheila Sim and Mai Zetterling. The film is being produced by Ronald Neame, and all the stars are working for half their usual pay, plus a share in the profits.

Defending Thanet from the Sea

A MAJOR STRENGTHENING OF DEFENCES BETWEEN RECULVER AND BIRCHINGTON

Engineers of the Kent River Catchment Board have struck out boldly against the inroads of the invading sea. A major strengthening of the sea defences on the Northern Sea Wall (between Reculver and Birchington) is under way. It is expected to cost about £250,000. The Northern Sea Wall prevents the sea from flooding 12,000 acres of low-lying land, and it is a vital link between Thanet and the mainland of Kent. It protects the new coastal road and other highways; rail communications and other public services to Thanet. In March of 1949 the sea almost breached the section of wall between Birchington and Reculver. The top 3 ft. for a distance of about a mile was destroyed. The wall is an earthen embankment 13 ft. above the marsh with its only protection above the level of the shingle, obtained by faggot thatching. The new work on the wall will raise the level by 2 ft. and make a departure from the normal method of raising and strengthening earthen sea walls. In principal, the engineers are constructing three reinforced longitudinal walls of concrete supported by reinforced concrete counterforts. The counterfort walls divide the breastwork into compartments which will not only support the longitudinal walls, but also limit the spread of storm damage. The top of the wall will be formed as a roadway to provide access for future maintenance and improvement work. Approval from the Ministry of Agriculture was obtained for work to be started on a 220-yard stretch of wall near its eastern end, where some of the worst damage has occurred.

ONE OF THE NEW CONCRETE GROYNES IN THE MAKING: Into this shuttering is poured the cement which will form a far more effective barrier against the waves than the wooden groynes.

THE NORTHERN SEA WALL BETWEEN RECULVER AND BIRCHINGTON WHICH PREVENTS THE SEA FROM FLOODING 12,000 ACRES OF LOW-LYING LAND IN THANET: Men at work distributing shingle in the concrete compartments of the new wall. The top of the wall will be used as a roadway to provide access for future maintenance and repair work. This section of the Thanet sea defences suffered severe damage from high tides and storms in 1949, when the top 3 ft. for a distance of a mile was destroyed. The new compartment system, it is hoped, will play a considerable part in the limitation of damage.

THE SLUICE GATES ARE OPENED AND THE SEA RUNS BACK TO THE BEACH FROM THE LANDWARD SIDE OF THE NORTHERN SEA WALL, WHICH IS SEEN IN THE DISTANCE IN AN ADVANCED STATE OF CONSTRUCTION: The new wall will be 2 ft. higher than the old wall, but more important still will, by its modern form of construction, be calculated to keep sea damage to a minimum at the height of winter storms. Never again, it is believed, will a single mile-long breach be possible.

THE DEPUTY PRIME MINISTER OF KASHMIR AND JAMMU RECEIVES A DEPUTATION : Ghulam Mohammed Bakshi, one of the outstanding figures in the Kashmir Government, receives about 200 people every morning on the lawn outside his home at Srinagar. He is precise, energetic and handsome, and holds Court rather in the manner of St. Louis rendering justice under his oak at Vincennes. His contact with the people is thus of a most intimate character. Ghulam Mohammed Bakshi helps to rule, however, over a tragically divided land, a land which has been contended for by India and Pakistan ever since those days in 1947 when Kashmir joined the Hindu Dominion of India and Pathan, Waziri and Afghan tribesmen from the North-West Frontier passed through Pakistan, possibly with the consent of Jinnah's Government, and swept into Kashmir bent on a Holy War, the extermination of their Sikh enemies and bringing the State into Pakistan. Since then the negotiations have been long and tortuous, but at the time of writing a solution seems as far away as ever following the breakdown at the Commonwealth Conference.

KASHMIR: LAND OF CONTENTION

SIGHTS AND SCENES IN THE STATE WHICH IS THE STUMBLING-BLOCK TO UNDERSTANDING IN THE INDIAN SUB-CONTINENT

SETTLING A VILLAGE DISPUTE : Mr. Beg (centre), Minister of Revenue in Kashmir, talking to villagers during a visit to a flood area when he was asked to settle a dispute over grazing land. The intimate nature of the contact between the administration and the people is here again most marked.

POPLARS still line the margins of the Dal Lake, one of the great waterways of the famed Vale of Kashmir, and on the waters are floating gardens, intertwined masses of aquatic plants at certain seasons presenting a picture of almost unbelievable loveliness. This land of lakes and mountains, enshrined in verse by Thomas Moore in his immortal work, *Lallah Rookh*, is indeed unchanging in its beauty, unchanging since the Scythian Hindu Princes descended upon it in remote times, since the all-conquering Akbar built the fort on Hari Parbat Hill, and since Jahangir and his successors created the pleasure gardens of Shalimar and Chashma Shahi.

But Kashmir, for all its unchanging beauty, is a land of lost content, of bitter contention, in fact, and the struggle for its ownership which began in 1947 remains far from solution.

Those events of 1947 have indeed created a complete deadlock between the dominions of Pakistan and India. The trouble began when the Pathan, Waziri and Afghan tribesmen from the North-West Frontier poured across Pakistan, with or without that dominion's consent, and swept into Kashmir, bent on Sikh extermination. This army, led by a former Indian Army officer and collaborator with the Japanese, and calling itself the servant of the pro-Pakistan Free-Kashmir Government, swept on to the very outskirts of Srinagar, and there is no doubt that it would have captured that keypoint had the troops not paused to loot upon the way. While this was going on Sheikh Abdullah, leader of Kashmir's National Conference Party, was given supreme authority, and with the help of troops of the Indian dominion, which poured into Srinagar, he slowly but surely got the upper hand. But for the speed of the Indian Dominion troops it is probable that Kashmir would have been overrun. By the end of 1947 the Vale of Kashmir had been cleared of invading forces, and the Indian Army had captured several towns in its advance westward along the road from Srinagar to Rawalpindi. In the bitter winter of 1947-48 military operations were on a reduced scale, but in the spring and autumn of 1948 action was resumed in western and in north-east Kashmir, where strong tribal forces had infiltrated. By December the Indians were in control of the greater part of the State, but the battle went on, notably in the Gilgit and Ladakh areas, in rugged mountain country where the lines of communication were tenuous and where supply in some cases was only possible by air.

In due course this bitter dispute, which threatened to plunge the sub-continent into a

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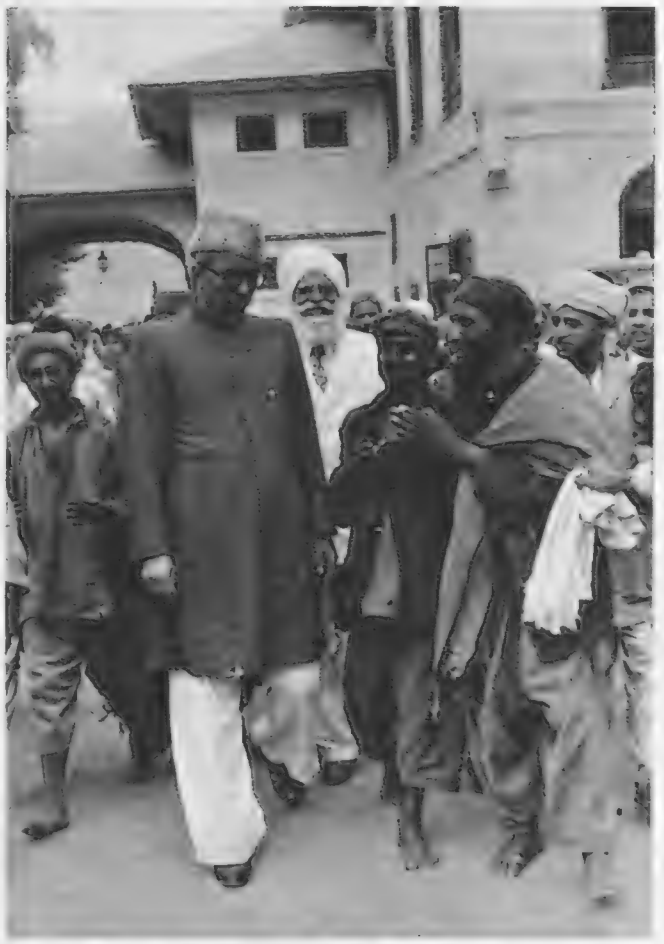


SHEIKH ABDULLAH LEAVES THE HAZRAT BAL MOSQUE AFTER ADDRESSING WORSHIPPERS : Sheikh Abdullah, leader of the National Conference Party, was appointed virtual dictator of Kashmir following its unsuccessful invasion by tribesmen in 1947, who proclaimed themselves as the troops of the pro-Pakistan Free-Kashmir Government. In the following year he formed "a popular interim Government" and appointed a Cabinet made up of members of the National Conference Party, who are unanimously in favour of the permanent accession of Kashmir to the Indian Dominion, a matter which may one day be decided by plebiscite.

INDIAN TROOPS, DRAFTED TO THE DEFENCE OF KASHMIR, CLIMB TO DEFENCE POSITIONS AT THE SUMMIT OF THE ZOJILA PASS, EIGHTY MILES EAST OF SRINAGAR AND ON THE ANCIENT TRADE ROUTE BETWEEN TIBET AND CHINA: The north part of the valley beyond the Ladak Pass is in the hands of the pro-Pakistan forces. The two forces have been standing fast on this line ever since the cease-fire, but negotiations for demilitarisation of Kashmir as a prelude to the holding of a plebiscite to decide the future of the state have broken down on more than one occasion. It may be noted in this picture that the Sikh troops climbing the pass are accompanied by coolies conducting supplies. The coolies are Kashmir Muslims, but in these remote fastnesses traditional enmity is forgotten and they get on well enough with the Sikhs.

KASHMIR: LAND OF CONTENTION

(*Continued from previous page*)

CARRYING THE FLAG OF THE NATIONAL CONFERENCE PARTY: A supporter of the pro-Indian administration of Sheikh Abdullah seen during a parade on the Feast of Id which follows the fast of Ramazan. The National Conference flag is red with a white plough symbol in the centre. This dominant party in the state has pledged itself to the protection of minorities. It regards Pakistan as an aggressor in the Kashmir dispute, and has sought to have the Dominion branded as such by U.N.

TWO OF THE GREAT MOSQUES OF THE KASHMIRI CAPITAL: *Left*—**Teachers preaching outside the Jami Masjid. The mosque was founded at the end of the fourteenth century, but has often been damaged by fire.** *Right*—**The inner courtyard of the Hari Parbat Mosque on the outskirts of the city.**

(*Continued from previous page*)

terrible internecine war, came before the United Nations. Hopes rose high in 1949 when a cease-fire was not only agreed upon, but implemented. Although the year opened brightly with this truce, a United Nations Conciliation Commission arrived in March, and a distinguished U.S. naval officer, Admiral Nimitz, was appointed plebiscite administrator, each side showed the deepest suspicion of the other. Neither was willing to forgo the military advantages that it had gained, and matters were further complicated by violations of the truce. Pandit Nehru and his advisers persisted in their claim that the Maharaja of Kashmir, Sir Harry Singh, had legally acceded to the Indian Union and that Sheikh Abdullah was *ipso facto* the head of the Kashmiri Government. On these grounds the Government of India demanded the disbandment of the Kashmir resistance movement (the Azad forces), and reserved four seats for the representatives of Kashmir in the Indian Legislature. The Government of Pakistan, on the other hand, declared that this was pre-judging the issue.

And so 1949 drifted into 1950, and still the plebiscite was not held. Sir Owen Dixon, appointed United Nations mediator in the dispute, visited Karachi, Delhi and Srinagar. He saw Mr. Liaquat Ali Khan, Mr. Nehru, Sheikh Abdullah, and a thousand more besides, but in the end he had to report to the U.N. Security Council that the matter was beyond him, that all means of settling the dispute had been exhausted. He advised that the two countries should be left to negotiate a settlement themselves. 1951 and the Commonwealth Conference brought one more spark

CROSSING A BRIDGE OVER THE JHELUM RIVER: A Srinagar worker carrying earthenware pots.

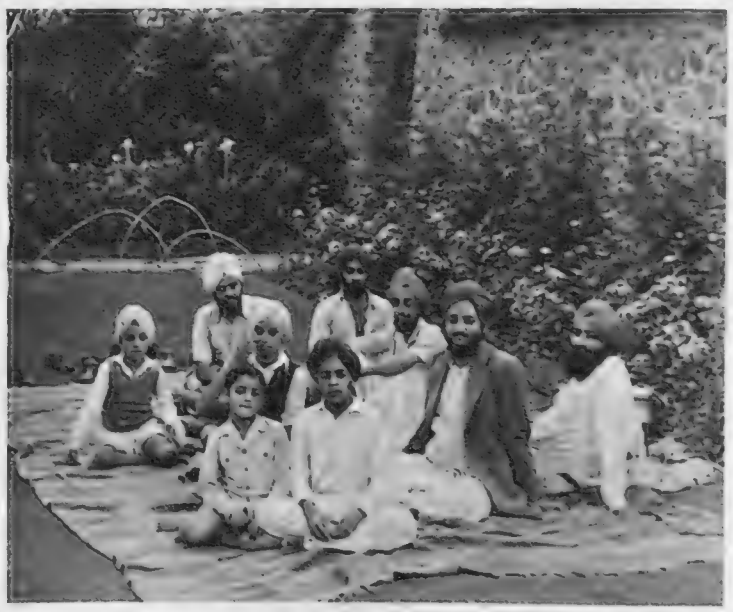
BOATMEN ON THE DHAL LAKE, ONE OF THE BEAUTY SPOTS OF THE FAMED VALLEY OF KASHMIR: *Above*—A boat-building centre on one of the waterways of Srinagar linking with the Lokut Dal and the Bod Dal. *On right*—Boatmen on the Bod Dal waiting to convey passengers from the Hazrat Bal Mosque.

ONCE SHE WAS GAOLED AS A NATIONALIST: Zuni, for long branded as a revolutionary, seen on the prayer ground at Srinagar during ceremonies following the fast of Ramazan.

"'TWAS A FAIR SCENE—A LAND MORE BRIGHT NEVER DID MORTAL EYE BEHOLD": A family picnic of Kashmiri Hindus in the Chashma Shahi Gardens on the borders of the Dal Lake on the outskirts of Srinagar. Jahangir, successor of the conquering Akbar, was a frequent visitor to Srinagar and he ordered the planting of many of the fine pleasure gardens.

of hope, and when Pakistan's Premier was persuaded to come to London on the understanding that Kashmir would be on the Conference agenda it seemed that this Asian quarrel could be resolved by the leaders of the Commonwealth; for all the goodwill in the world was behind their endeavours.

But it was not to be. Mr. Liaquat Ali Khan, after the Conference was over, came before the microphone in London to reveal the terms of three separate proposals put forward by Mr. Attlee and his fellow-Prime Ministers for securing the withdrawal of the armed forces of India and Pakistan from Kashmir to permit a free and impartial plebiscite. Each one of these proposals, said the Pakistani Premier, he had in turn accepted, and every one of them, he declared, was rejected by Mr. Nehru. Mr. Nehru, too, came to the microphone, saying: "India is anxious to settle the Kashmir question peacefully, and is ready now as ever to let the people of Kashmir decide their future." At the same time he was deeply criticial of Mr. Liaquat Ali Khan for revealing the nature of private talks. And so on a personally critical, unhappily acrimonious note the two Premiers went their separate ways, leaving the Kashmir dispute in the forefront of Asian and world affairs, a source of danger in a continent already charged with danger and seething with miseries and discontent.



MINORITIES IN A PREDOMINANTLY MUSLIM LAND: *Left*—Two pandit ladies, Kashmiri Hindus, who are found for the most part only in the cities of Srinagar and Jammu. *Right*—A picnic party of Sikhs in the Chashma Shahi Gardens near the Dal Lake. The old walls date from the seventeenth century, when the gardens were laid out by a Moghul ruler.

THE DEMOLITION OF CANTERBURY'S GUILDHALL: *Left*—The Guildhall as it was in 1892, with floral decorations for the Canterbury Cricket Week Jubilee of that year. The Tudor design frontage was built in 1835. The front entrance leads to the main hall. The entrance to the Mayor's Parlour, situated at the back of the building, is under the lantern on the right of the picture. *On right*—A photograph of the Guildhall taken just before demolition work began in 1948. In April, 1948, the Ministry of Works included the building in its list of Ancient Monuments, and the Canterbury City Council first decided to rebuild the Guildhall for the Festival of Britain. Later, it was decided that the site be let for business premises.

Canterbury Loses Its Guildhall

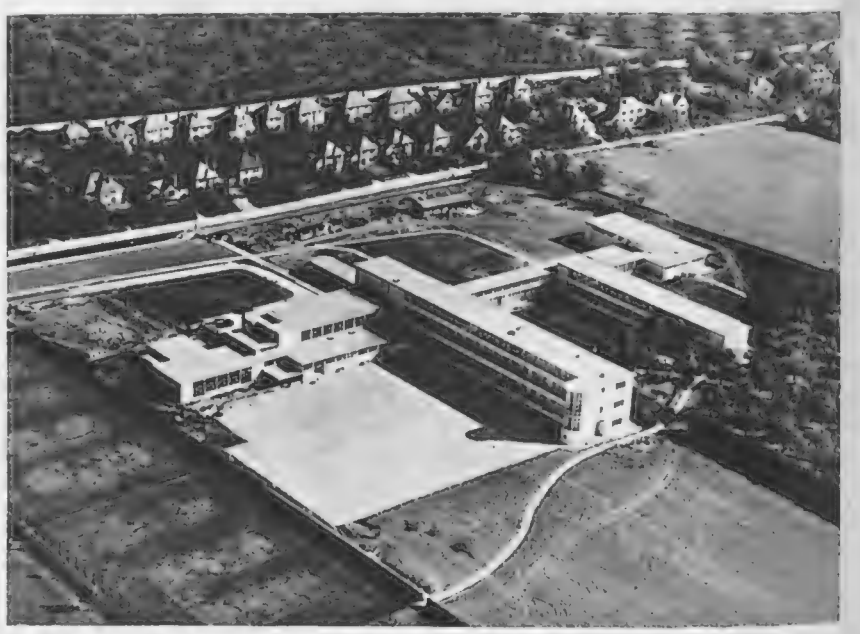
Citizens and lovers of the ancient town of Canterbury are concerned at the loss of the Guildhall and are trying to raise £8,000 towards its restoration. The Mayor of Canterbury, in a letter to "The Times," has explained that the City Council are not prepared to call upon the ratepayers to pay the high cost of its reconstruction. In April, 1948, the Ministry of Works scheduled it as an ancient monument and recommended that the twelfth-century vault in the basement, and the fourteenth-fifteenth-century extension of it should not on any account be touched. The City Council has now agreed in principle to let the site for the erection of business premises with part to be used for road-widening. After the poor condition of the fabric had been discovered by the city architect, the Ministry of Works again visited the building. The Mayor states that if archæologists wish the City Council to rebuild the Guildhall with new materials, perhaps they will find the necessary money with which to rebuild something which when completed would not be an "ancient monument." The following note on the Guildhall is by Catherine Williamson, a former Mayor of Canterbury, and author of "Though the Streets Burn," an account of the city during the last war.

Canterbury is to lose its ancient and partially-dismantled Guildhall, an event which distresses many of the citizens. It is a fact that the death-watch beetle had attacked the roof timbers, but such has been the plight of some Kentish churches and the depredations of the beetle have been overcome. The Canterbury City Council have now decided that the damaged timbers are to be disposed of for use in the reconstruction of the war-damaged chancel of All Saints' Church, Lydd, Kent. The city architect found, in addition, that the walls were in a poor state, part of the party wall being merely a lath-and-plaster partition. It is felt that the ratepayers should not be asked to meet the cost of rebuilding. The Council have therefore agreed in principle to let the site for business premises and road-widening purposes.

Canterbury Guildhall is of very ancient origin. It is recorded that there were casualties amongst the Bailiffs in the peasants' revolt of 1381. Some of the rebels entered the City Hall and ordered the Bailiffs to raise money in the city to help the revolt. In the vaults of this ancient building can be seen the original foundations and carved arcading. The vaulting dates from the twelfth century. Names of the Mayors from 1448 and a great many of the Bailiffs from 1203 are recorded. There is no complete list of the Portreeves, yet what evidence there is suggests there must have been a continuous line. The earliest name known is that of Aldhun in the year 780. In 1011 at Michaelmas the Danes broke into the city and they captured Alfword, the King's Reeve. It is probable that the Portreeve underwent the same fate. This was considered Canterbury's heaviest blow until the Luftwaffe night attack on June 1, 1942. At four in the morning the flames from the burning city rose so high that the top of Bell Harry Tower was obscured. The Guildhall was saved. For those people who withstood that night it is a matter of great regret that they are now to lose one of their most ancient landmarks.

THE LAST OF CANTERBURY GUILDHALL? It is hoped that funds can still be raised for the rebuilding of the hall. It was found that the walls were in such condition that it was necessary to demolish them below 8 ft. to obtain a sure foundation.

CANTERBURY'S NEW GIRLS' SCHOOL



CANTERBURY'S NEW GIRLS' SCHOOL, WHICH WAS OPENED BY THE ARCHBISHOP OF CANTERBURY LAST TUESDAY, AS SEEN FROM THE AIR: The new building of the Simon Langton Grammar School for Girls is situated on the Old Dover Road, which passes the St. Laurence Cricket Ground (seen in the left-hand picture behind the school playing-fields) en route for the centre of Canterbury. The playing-fields are the original fields used when the school was in the centre of the city.

On Tuesday, February 6, Dr. Fisher, Archbishop of Canterbury, opened the new Simon Langton School for Girls at Canterbury. Until 1942 the school shared with the Simon Langton Grammar School for Boys a congested site in the centre of the city. On June 1, 1942, a large proportion of the school buildings were destroyed in the "Bædeker" raid on Canterbury, and subsequently the remaining buildings were taken over by the Girls' School. The Girls' School then moved to the Canterbury Mental Hospital, whose patients had been evacuated in the early days of the war. The school is named after Simon Langton, Archdeacon of Canterbury and brother of Stephen Langton, Archbishop of Canterbury, who in 1240, assisted by others, founded a Hospital for Poor Priests. The hospital was suppressed in the seventeenth year of the reign of Queen Elizabeth, and was handed over to the Corporation, who employed it as a House of Correction and Blue Coat School. In 1729 it was transferred to the Guardians of the Poor for a workhouse and for the maintenance and apprenticing of sixteen nominees of the Corporation who were called Blue Coat Boys. The annual income of about £900 was applied to the maintenance and education of the boys. By a scheme of the Charity Commissioners, under the Endowed Schools Act of 1876, the administration was transferred to a new governing body for establishing Secondary Schools. The income was considerably augmented and the schools as they now exist were established. To-day the schools are maintained, apart from endowments, by the City of Canterbury and the County of Kent.

THE PLAN FOR THE FESTIVAL PLEASURE GARDENS NOW UNDER CONSTRUCTION IN BATTERSEA PARK: This photograph of the completed model of the gardens, which are based on the same idea as the famed Tivoli Gardens in Copenhagen, shows in the foreground on the right the main vista at the western end of the gardens, where a series of pavilions and arcades, towers and pagodas, terraces and gardens, lakes and fountains will add to the variety of the scene. On the extreme right is the Crescent Restaurant. The tent-like structure in the centre is the dance pavilion. The belt of trees on the left screens the riverside area where, among other things, there will be a theatre and a wine garden surrounded by colourful pavilions. From early spring the gardens should be a blaze of floral colour.

In Battersea's Pleasure Gardens

HOW THEY WILL APPEAR WHEN COMPLETED IN THE SPRING

On left—

THE FESTIVAL GARDENS VIEWED FROM THE EAST: In the foreground of the model is the "mountain and valley," the railway which will be the feature of the amusement section of the gardens. Beyond it are the Poolside Tavern, the boating pool, the children's zoo and the aviary. The main carriageway on the right will be flanked with shops, forming a miniature Bond Street. The riverside area on the extreme right will include a large cafeteria near the landing-stage, a tea pavilion, a de luxe restaurant with a terrace overlooking the river, and a riverside theatre. The Emett Miniature Railway, in the design made famous by the artist in "Punch," will run for nearly 500 yards along the south side of the gardens with one station near the Amusement Park and one near the Crescent Restaurant (in background). The trains and buildings will have the characteristic air of dilapidation, which is such a special feature of the Emett way of life.

THE OCTAGONAL CHAPTER HOUSE OF THE COLLEGIATE CHURCH OF ST. PETER IN WESTMINSTER, BRITAIN'S OLDEST SURVIVING PARLIAMENT HOUSE: *Above*—Restoration work in progress on the Chapter House of Westminster Abbey, which was damaged during the bombing of London. *On right*—The crypt of the Chapter House. The Chapter House is the building attached to a cathedral or collegiate church in which the Dean and Chapter meet to transact business. The Chapter House of Westminster Abbey was the meeting-place of the House of Commons from about 1289 to 1547. Just recently the Dean and Chapter of Westminster submitted a petition for a new Constitution.

ENGLAND'S NATIONAL SHRINE

WESTMINSTER ABBEY AND THE PETITION FOR A NEW CONSTITUTION 885 YEARS AFTER ITS DEDICATION

Special "Sphere" Drawings by Percy Ho

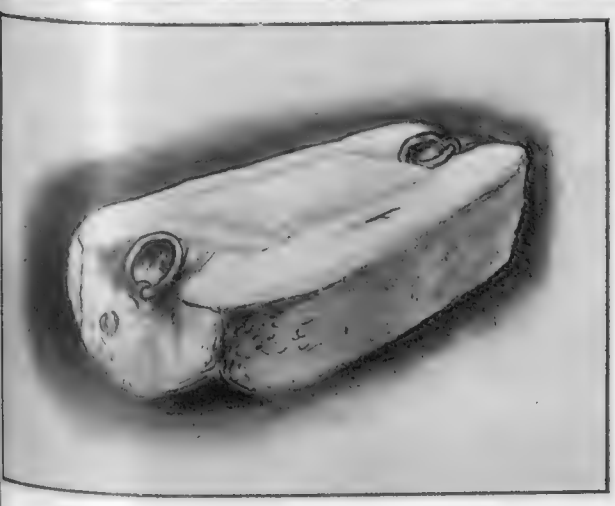
A few days after St. Peter's Church was consecrated, its builder, Edward the Confessor, died and was buried in a tomb which is now situated in the chapel, dedicated to his memory, behind the High Altar of the Abbey we know to-day. In the days of Queen Elizabeth, after the monastery had become known as the Collegiate Church of St. Peter in Westminster, a series of Statutes for the government of the new foundation was drawn up but never signed. Now after centuries of no definite rule of government the Dean and Chapter have petitioned the King in Council for a new Constitution to regularise the position of Westminster Abbey. The Privy Council has appointed a Committee to inquire into the petition and to investigate the affairs of the Abbey. The proposed new Constitution would, it is understood, have an important effect on the position and rights of the minor canons and certain other officers of the Abbey. In view of this possibility arising a counter-petition containing the views of these officers has also been submitted to the King

IN THE SHADOW OF THE ABBEY—REPAIRS IN PROGRESS AT THE DEANERY CORNER OF DEANS YARD: This is where the Deanery joins onto the range of monastic buildings. The northern end (on right) is known as the Callerer's building, which was built by Abbot Lillington towards the end of the fourteenth century. Part of the old Grammar School re-founded by Queen Elizabeth lies to the left of the Cloister gateway in the centre of the drawing.

***On right*—THE SITE OF THE NEW COLONIAL OFFICE:** Since the demolition of the Westminster Hospital the glory of Westminster Abbey has been revealed in a new setting. Some time ago Lord Halifax, in his capacity as High Steward of Westminster, wrote to the Daily Press with a plea that the site of the hospital be left vacant and that the present view of the Abbey be secured for all time.

HE SOUTH TRANSEPT AND CHAPTER HOUSE SEEN FROM ABOVE THE MONKS' REFECTORY: This view was obtained from the southern upper end of the Deanery quarters. In the foreground is the now roofless refectory.

INSIDE THE CHAPEL OF ST. EDWARD THE CONFESSOR—THE TOMB OF THE ABBEY'S BENEFACTOR BEHIND THE HIGH ALTAR: The Abbey was built in Norman style by Edward the Confessor, close to the site of the old church which was known to have stood in the eighth century. The consecration of the Abbey took place on Holy Innocents Day, 1065, and Edward died eight days later. He was canonised in 1161. Of the old Abbey built by St. Edward very little now remains. In 1269 the present building was begun by Henry III in honour of the Royal saint. The building was carried on by successive kings until 1735, when the western towers were built. The Chapel of St. Edward the Confessor plays an important part in the ceremony of the coronation of the sovereign, for it has been customary at every Coronation for the newly-crowned King to repair thither at the conclusion of the ceremonies. The ancient altar at the foot of St. Edward's Shrine was destroyed during the troubles of the Reformation; but from that time forward on the occasion of each succeeding coronation a wooden table was placed on this spot for the purpose of receiving the vestments and jewels of the Coronation regalia. The permanent altar was restored at the time of the Coronation of King Edward VII.



IN THE OLDEST PART OF THE ABBEY—THE DARK CLOISTER WHICH AT ONE TIME LED TO THE SLEEPING QUARTERS OF THE MONKS: The monks last used it about 1539. It was about this time that the Monastery became the Collegiate Church of St. Peter with a Dean and Chapter in place of the friars and monks of former centuries. On the right of the drawing is the Norman undercroft beneath the Islip Chapel.

On left—THE CELEBRATED STONE OF SCONE, WHICH WAS STOLEN FROM THE ABBEY ON CHRISTMAS DAY: The origin of the stone is lost in the mists of time, but it has long been a popular idea that Jacob rested his head upon it and that later, after many wanderings, it came through Egypt to Spain. Thence, legend has it, it travelled to Ireland, where it acquired the name of "Fatal Stone" and was used as a Coronation seat by the kings of that country. When the Scots moved to Scotland their stone went with them. It arrived at Scone in 850. On it the Scots kings were crowned down to Alexander III in 1249. About half-a-century later Edward I of England, who, thinking it might strengthen his hold on Scotland, removed the relic to Westminster.

THE SADDLE, HELM AND SHIELD OF KING HENRY V, WHICH WERE USED AT HIS FUNERAL: They now repose on a bar close to the King's Abbey tomb.

HOME NEWS FROM LONDON TO GLASGOW

THE SPRING SESSION OF THE CHURCH ASSEMBLY: THE FIRST "Z" NOTICES: GLASGOW CHARITIES WEEK: BRITAIN'S STANDARD LOCOMOTIVE

THE SPRING SESSION OF CHURCH ASSEMBLY—THE SECOND MEETING IN THE NEWLY-RESTORED ASSEMBLY HALL AT CHURCH HOUSE, WESTMINSTER: *On left*—The Assembly in session under the chairmanship of the Archbishop of Canterbury. *On right*—The control panel of one of the finest speech-amplification systems ever to be installed in a conference chamber. The operator controls the microphones in the chamber and the tiny loudspeakers and earphones fitted to the seats. Included in the agenda of the Assembly was the motion of Sir Cyril Atkinson. This motion referred to the smallness of congregations. Sir Cyril asked whether the Assembly could regard it as of utmost importance that incumbents in rural parishes and, in so far as is possible, in all parishes, should visit all their parishioners as often as they can, and make every effort to turn them into regular churchgoers.

RECALLING THE FIRST "Z" CLASS RESERVISTS—THE FIRST "NOTICES OF WARNING" ARE PREPARED AT THE ROYAL REGIMENT, R.A., RECORD OFFICE, SIDCUP, KENT: Under the Government's plan for defence some 235,000 Army reservists are being recalled for fifteen days' training. The general principle will be that men called up in 1948 will undergo training first, then 1947 men until the required total is reached. Most of the men recalled will be in their early twenties, but many specialists up to the age of forty-five will also be needed. Class "Z" men are all those, physically fit, who served during the war or who have been called for service under the post-war conscription plan.

WINDMILLS AT MARBLE ARCH—PROVIDING POWER FOR THE ILLUMINATION OF SHOP WINDOWS: The windmills have been installed on the 150-ft.-high roof of the Cumberland Hotel in order to provide electricity to illuminate the adjoining Corner House. The idea of using windmills was adopted after the announcement of the Ministry of Fuel and Power's Advertisement Lighting (Prohibition) Order. As the propeller-like blades are turned by the wind, they charge ordinary car batteries wired up to a special lighting circuit. Tests have shown a 25-m.p.h. wind to be sufficient to operate the generators. The generators are capable of supplying sufficient power for the illumination of the windows for some hours even after the windmill blades have ceased to turn. The project is said to have cost £50.

PILOTS OF 602 (CITY OF GLASGOW) SQUADRON, R.AUX.A.F. AT RENFREW AIRPORT AFTER DEMONSTRATING JET AIRCRAFT: They belong to the first Scottish unit of the Royal Auxiliary Air Force to be equipped with Vampire jets. A number of the 602 Squadron pilots have already flown solo on Vampires, and the commanding officer, Squadron-Leader H. M. Stephen, his aircrews and ground crews show the utmost enthusiasm for their new aircraft. They state that the Vampire is easier to fly than the Spitfire with which they have been equipped until now. The process of conversion will not be lengthy, but the squadron will require to operate from Renfrew, where they were formed in 1925, for about two years until runways have been laid at their base at Abbotsinch.

GLASGOW CHARITIES WEEK, THE GRAND FINALE: Gaily costumed collectors passing along John Street, near Glasgow City Chambers, before swooping on pedestrians. House-to-house collections made by Glasgow University students during Charities Week and street collections on the final Saturday, when more than 4,000 costumed collectors were in the city and district, together amounted to £7,210 18s. 9d.—a drop of £2,100 compared with last year's figure. Announcing the total at the head office of the Union Bank of Scotland, where a voluntary staff spent a whole day counting the cash, Mr. J. Prince, the students' finance convener, said that house-to-house collections appeared to have suffered as a result of student conduct at the recent rectorial address in the St. Andrew's Hall.

MR. BARNES NAMES "BRITANNIA"—THE MINISTER OF TRANSPORT AT THE CONTROLS OF THE FIRST BRITISH RAILWAYS' STANDARD LOCOMOTIVE: **The naming ceremony took place at Marylebone Station.** The new engine is one of twenty-five similar locomotives, suitable for either express passenger or fast freight train, now under construction at Crewe. Prior to the naming ceremony the new locomotive had been undergoing running-in and preliminary tests in the Crewe area and on the main line between there and Carlisle. *Britannia* has only two cylinders, 20 in. by 28 ins., with 6 ft. 2 in.-diameter coupled wheels, and a starting tractive effort of 36,160 lb. at 250 lb. sq. in. boiler pressure. The tender is capable of carrying 4,250 gallons of water and 7 tons of coal.

NO. 70000 IN ITS SHINING COAT OF DARK GREEN, WITH BLACK AND ORANGE LINING: This engine is the largest of twelve types which are to be standardised by the Railway Executive. The first fifteen locomotives of the Britannia class will be allotted to the Eastern Region and the remainder of this year's output to the Western Region. The weight of *Britannia*, together with its tender, is 140 tons.

THE LAST DAYS OF TWO GREAT BARQUES—THE "PAMIR" AND "PASSAT," WHICH ARE TO BE BROKEN UP: The last two sailing barques to take part in the traditional grain races from Australia to England seen lying in Penarth Docks before being towed across to Antwerp, where they are to be broken up. The *Pamir* is a vessel of 2,796 tons. She was built in the Hamburg Yards in 1905. During the war she passed from Finnish to New Zealand ownership, being taken as a prize by that country. She was later handed back to Finland as a gesture of goodwill.

PROGRESS ON THE STEPNEY-POPLAR RECONSTRUCTION AREA—THE NEW NEIGHBOURHOOD OF LANSBURY WHICH IS BEING BUILT AS THE "LIVE ARCHITECTURE" EXHIBITION FOR THE FESTIVAL OF BRITAIN: **The area is being constructed by the London County Council. It has been named after the late Member of Parliament.** This picture shows the shopping centre which has been designed by Mr. Frederick Gibbard. The arcaded shops will have maisonettes over them. After forming part of the 1951 Exhibition it will become a dwelling area for 1,500 people.

AT WORK IN THE LEATHERCRAFT SECTION, ONE OF THE HANDICRAFT CLASSES AT BARLINNIE GAOL, GLASGOW: **For almost two years handicraft classes have been part of the voluntary recreation programme at Barlinnie. So popular have the classes proved there is a waiting list to join. In charge of the scheme is one of the assistant Governors. In the handicrafts workshop the men take their choice of work. In the plaster-cast section brightly painted and decorated plaques and book-ends line the walls. The wood-workers turn out trays, table lamps and toys, while the leather section produce hand and shopping bags and also wallets. Perspex is turned into cigarette-boxes and picture frames by the plastic group.**

FRANK DOBSON WORKS FOR TWO-AND-A-HALF YEARS ON "LEISURE": **The distinguished sculptor seated at the top of a ladder when engaged on his two figures symbolising "Leisure," a task which he began in 1949 and will complete in time for the Festival of Britain.** The plaster figures will be loaned to the Festival authorities and placed on exhibition on the South Bank site. Mr. Dobson is Professor of Sculpture at the Royal College of Art. His home is in Kensington, but he is a prominent member of the Chelsea Arts Club and has long been regarded as essentially a Chelsea artist.

World School for Bagpipers

PIPE-MAJOR ROSS AND HIS PUPILS IN CROWN WING AT EDINBURGH CASTLE

The Highland piper has always been well taught, and in ancient days the schools for pipers run by such worthies as the MacCrimmons of Skye demanded a long apprenticeship and exacted the highest of standards.

The last of the MacCrimmons died in 1822, but the tradition of good teaching has gone on, and it finds its modern expression under Pipe-Major Ross, who for twenty years has held his classes in the Crown wing of Edinburgh Castle, after having been for a generation a prominent figure at many Highland gatherings and winning numerous awards for his prowess on the pipes.

Pipe-Major Ross, world-famous wherever a bagpipe plays, first fingered the chanter in Glenstrathfarrar over seventy years ago. Joining the Scots Guards in 1895, the young William Ross naturally became a piper. He served as a piper through the Boer War, was made Pipe-Major in 1903, served through the Great War, and in 1919 took up his appointment at Edinburgh Castle as Principal of the Army School of Piping.

STANDING NEAR "MONS MEG," HIGH ABOVE THE ROOF TOPS OF "AULD REEKIE": Pipe-Major Crabb, of the Scots Guards, with Corporal Ramsay, of the Irish Guards, seen together during a break in the morning's work at the bag-piping school in Edinburgh Castle. Members of Irish-kilted regiments wear a tufted beret and no sporran.

THE BAG-PIPING CLASS GATHERS AT HALF MOON BATTERY, ON THE RAMPARTS OF EDINBURGH CASTLE, FOR A MORNING'S WORK OUT: Here the pupils of Pipe-Major Ross, the world-famous exponent of the pipes, who is in charge of the bag-piping school in the Crown Wing of the Castle, are seen practising team work, which is perhaps the most exacting part of their training. On the right of the picture is a circular fire beacon used at one time for speeding across the countryside news of approaching attack.

Preliminary training is done on the chanter, the short fingering-pipe from the bag, used by itself. On this the pipers learn to follow the most intricate notations, and practise controlling the volume of sound. In piping the bag and the drones—the three long arms which project over the left shoulder of the piper—are used to increase the power and range of the chanter.

Not only Scots climb up the winding turret stair to attend these classes in the band hall. Canadians, Australians, New Zealanders and South Africans—and even Russians—come to Pipe-Major Ross to learn the finer points of their art. Before the war the Major worked at the school for only six months in the year. The remaining six months he spent in teaching-tours to the Western and Northern Highlands. Now, so much has the interest in piping revived during recent years, Pipe-Major Ross has a full-time job at the Edinburgh Castle School. His class-room has become a place of pilgrimage for pipers all over the world.

PIPE-MAJORS IN THE MAKING: The veteran Pipe-Major Ross, who in the past twenty years has instructed almost every Pipe-Major in the British Army, is seen in these pictures with his pupils in the Crown Wing of Edinburgh Castle. The Edinburgh school includes pupils from many branches of the Services, some of them coming from Canada's Scottish regiments, which have first-class pipe bands and take a great pride in their prowess. When they graduate from the Edinburgh school and before receiving their certificates as Pipe-Majors, the pupils undergo a most exacting examination.

WESTMINSTER HALL AND ITS CELEBRATED HAMMER-BEAM ROOF: The banqueting-hall as it now appears with the wartime damage to the roof made good. The Hall was reopened to the public on February 1. While Parliament is in session visitors are admitted on Mondays to Thursdays from 10 a.m. until one hour before the House meets, and on Saturdays from 10 a.m. to 4 p.m. When Parliament is not in session, visitors will be admitted from 10 a.m. to 4 p.m. on weekdays, except on Good Friday and Christmas Day. Wood for the restoration of the roof was obtained from the Courthope Estate, the same Sussex estate where Richard II obtained the wood when he remodelled and enlarged the Hall in 1398. Westminster Hall was built by William Rufus in 1097 as a banqueting-hall to the Palace of Edward the Confessor. It was almost totally destroyed by fire in 1291, and it was rebuilt by Edward II. The hammer-beam roof has been restored at various times in its history, and between 1920 and 1923 it had to be strengthened with steel. While Westminster Hall was continually used for banquets, it was also the practice to utilise it as a court of law. Among those who faced their accusers there were Charles I and the Duke of Buckingham.

WESTMINSTER HALL
IS REOPENED TO THE PUBLIC

Following the Restoration of the Original Hammer-Beam Roof

ONCE DESCRIBED AS THE MOST CAPACIOUS HALL IN CHRISTENDOM: The hammer-beam roof emerges complete and sound with 3,000 cub. ft. of timber, put in to make good the havoc of the blitz. The roof was set on fire by a bomb in May, 1941. Many of the men who have achieved the restoration of the Hall are veterans, as there are few young craftsmen in wood of sufficient skill.

THE MEMBERS' ENTRANCE TO WESTMINSTER HALL WHICH HAS ALSO BEEN RENOVATED: The doorway was damaged during the fire.

RENOVATING THE SMALLEST CHURCH IN THE CITY OF LONDON—ST. ETHELBURGA THE VIRGIN, BISHOPSGATE, THE CHURCH OF A THREE-ACRE PARISH WITH ELEVEN PARISHIONERS: This view of the church, dwarfed on either side by modern buildings, shows the belfry in splints during the course of the restoration work. Just recently three panels of late seventeenth-century heraldic glass were restored to the church after an absence of over ten years. They were removed during the war for safety. St. Ethelburga is the smallest church in the City. The first reference to a church on this site is in 1250; but the dedication was then known as St. Adelburga. Since then the saint's name has had a number of variations. The present church was built in the first half of the fifteenth century, incorporating portions of the earlier church.

THIS SPIRE IS HIGH, BUT THE COST OF LEAD IS HIGHER!—THE 204-FT. SPIRE OF ST. MATTHEW'S, CHELTENHAM, WHICH MAY HAVE TO COME DOWN: The high cost of re-roofing the spire with lead has caused so constant a drain on church expenses that the Parochial Church Council has now suggested that the spire should be demolished, leaving only the square tower standing. The high cost of labour in re-roofing the spire has also been taken into consideration. The spire is the town's highest.

FOUNDED IN THE YEAR OF THE GREAT EXHIBITION—THE CENTENARY OF ONE OF LONDON'S SMALLEST SHOPS: This tiny clock shop in Carey Street, Lincoln's Inn, London, W.C., now managed by Mrs. Florence Watkins, was established during the year of the Great Exhibition of 1851. In that year the founder, Alexander Watkins, began making clocks in the Strand. One such clock which was shown during the Exhibition may now be seen in the Guildhall Museum. Another clock which he made for the Exhibition has been kept by Mrs. Watkins. The shop is now busily exporting antique clocks to America.

The Diminutive in a London Church and a London Shop

A NEW USE FOR NINE ELMS STATION: KELMSCOTT MANOR CAN BE VISITED: RESTORING A LEWISHAM LANDMARK

THE ORIGINAL LONDON TERMINUS OF THE LONDON AND SOUTHAMPTON RAILWAY—NINE ELMS STATION, WHICH HAS BEEN SUGGESTED AS A PERMANENT MUSEUM: The proposal has been made by a committee representing all the State Transport Executives. The British Transport Commission has accepted the committee's recommendations in principle, and, as suggested, will appoint a small staff for the expert supervision of the various relics which passed to the Commission with the integration of the main-line railway companies and the London Passenger Transport Board. The committee suggested Nine Elms Station as a comprehensive museum because they wished to secure a building of historical railway interest. The station was erected in 1838 to the design of Sir William Tite—who was also the architect of the Royal Exchange.

THE END OF HAMILTON'S, LANARKSHIRE, TOWN STEEPLE—THE FIRST STAGE IN THE DEMOLITION OF THE EIGHTY-EIGHT-YEAR-OLD SPIRE: The 130-ft.-high steeple has been condemned owing to the discovery of the weakened foundations. Steeplejacks reported the building to be dangerous and found that it leaned over to an extent of 21 ins. The weakened foundations had been brought about by the underground workings in one of Hamilton's abandoned collieries.

DOWN COMES THE WEATHER-VANE: Twenty-eight-year-old Michael Lamont, of Glasgow, makes his descent from the top of Hamilton's steeple with the old weather-vane. It measures 4 ft. across and weighs a half-hundredweight. The tower housed the town clock.

KELMSCOTT MANOR, THE ELIZABETHAN HOME OF WILLIAM MORRIS, CAN NOW BE VISITED BY THE PUBLIC: Morris lived at the Manor House from 1871 to 1896. He went there after his famous Icelandic tour, and in the following twenty-five years found much of his pleasure and relaxation in this retreat on the banks of the Thames near Lechlade. The house is open on Wednesdays and Saturdays by appointment.

That love of the earth and worship of it, which was perhaps the deepest instinct in the life of William Morris, poet, artist, manufacturer and socialist, centred in the last quarter of a century of his life on Kelmscott Manor, which became his permanent country home. This small but very beautiful and wholly undisfigured building of the early seventeenth century was never very far from his thoughts, even during periods of hectic work, and it was little wonder that when Morris established in London in 1890 his private press, he should have named it the Kelmscott Press. Already he had given the same name to his house in the Upper Mall at Hammersmith. Morris died at Hammersmith in October, 1896, in the year that his Kelmscott *Chaucer* was finally brought to completion.

ONE OF THE ROOMS IN KELMSCOTT MANOR, OXFORDSHIRE: William Morris called his house in the Upper Mall, Hammersmith, Kelmscott House, and in the cottage adjacent to it he established in 1890 the celebrated Kelmscott Press in which he specialised in the production of finely printed books.

A LANDMARK OF LEWISHAM HIGH STREET, LONDON, WHICH IS TO BE RESTORED AFTER YEARS OF CONTROVERSY—THE DILAPIDATED SEVENTEENTH-CENTURY ALMSHOUSES WHICH WERE BUILT THROUGH THE GENEROSITY OF THE REV. ABRAHAM COLFE: *Above and on left*—The Colfe Almshouses, in Lewisham High Street, which are soon to be restored on a permanent basis. The building consists of a chapel in the centre with three tenements on either side. They were a gift to the poor by the Rev. Abraham Colfe, Vicar of Lewisham from 1610-57, and were built in 1664-66. They were restored in 1907. As long ago as 1933 the building was condemned on the ground that its condition was insanitary, but the Society for the Protection of Ancient Monuments secured such powerful backing that its destruction was postponed. Now, after years of neglect, the building is to be preserved. One of the cottages is to be restored as nearly as possible to its original form, and will be used by Lewisham Borough Council for library purposes. The remaining part will be used as a junior library and a repository for records.

THE MAIN ENTRANCE TO LLOYDS IN LEADENHALL STREET: The building, designed by Sir Edwin Cooper, was opened in 1928 by King George V.

A DAY AT LLOYDS OF LONDON

THE WORLD CENTRE OF INSURANCE AND ITS PALATIAL HEADQUARTERS

THE COMMITTEE-ROOM AT LLOYDS, WITH ITS FINE WALNUT PANELLING AND CARVED PILLARS OF LIME WOOD: In the centre window are the arms of the Lloyds Corporation in stained glass, with the Royal Arms on the left and the arms of the City of London on the right. The Committee consists of twelve members of Lloyds elected by the fellow-members at a general meeting, and the Committee members then select from their own number a chairman and deputy chairman. The term of duty on the Committee is for four years, one-third retiring annually. One of the outstanding holders of this office in modern times has been Sir Eustace Pulbrook, who was chairman in 1926, from 1940 to 1946, and again after the war.

THE NELSON ROOM: This room, with its fine collection of Nelsoniana, includes the log book of the *Euryalus* and Nelson's Collar of the Bath. The flags painted on the wall above the Admiral's portrait carry the celebrated signal "England Expects." To the right and left are pennants of some of the ships taking part at Trafalgar.

Lloyds, world-famous British Corporation of Underwriters, originated in a coffee-house opened in Tower Street, in the City of London, in the seventeenth century by Edward Lloyd, not to be confused with that Edward Lloyd of the Gambia River, or that other Edward Lloyd who founded *Lloyds Weekly London Newspaper*, and yet another who issued a newsletter from his coffee-house in Cork Hill, Dublin, although all of them in one way or another had their impact upon the world of commerce.

It was the first Edward Lloyd who made his coffee-house the recognised centre of shipbroking and marine insurance business. Steele, in *The Tatler* (1710), referred to it as being provided with a pulpit for auctions, and of a custom whereby on the arrival of news a youth "who officiates as the kidney of the coffee-house" mounts the pulpit and "reads every paper with a loud and distinct voice, while the whole audience are sipping their respective liquors." From 1700 onwards Lloyds Coffee House prospered exceedingly. The merchants and underwriters appear to have used it as a free place of meeting and to have been under no rules or organisation. Lloyd's business was continued after his death by his son-in-law, who had been head waiter, and who carried on the publication of *Lloyds List*, the periodical which still survives as the official organ of the Committee.

In 1769 there was a split in the succession at Lloyd's, one of the waiters becoming the manager of New Lloyd's Coffee House in Pope's Head Alley and embarking upon the publication of *New Lloyds List*. The seceder drew the original Lloyds and the original list out of existence. In the following year Julius Angerstein and other C[illegible] merchants made Lloyds a definitely organised associat[ion] with a committee, and members became formally known as subscribers. By 1785 the coffee-house became too sma[ll] and the newly-constituted Lloyds moved to premises in the Royal Exchange. From that time on Lloyds ceased to be a meeting-place merely for the exchange of news, but took on also the arrangement of insurance schemes, the forerunners of the syndicates of to-day.

A century after Angerstein's organisation came [into] being Lloyds was incorporated by Act of Parliament. When the old Royal Exchange was burnt down in 1[838] Lloyds took a lease of the first floor of New Royal Exchange. In 1928 came the move to "the palatial doge-like building in Leadenhall Street, which was opened by King George V, and there Lloyds has remained.

Even the magnificent new Lloyds has not entirely lost its coffee-house aspect, however, for the underwriters still work in boxes, seated three a side, and messages are still posted rather as they were in the days when messengers scoured the City for shipping news.

In addition to marine assurance, all kinds of risks are undertaken at Lloyds. Earthquakes, hurricanes, [the] twins and ptomaine poisoning are all possible subjects for insurance. Violinists insure their hands, dancers their feet, and chemists insure against giving the wrong [pre]scriptions, while every year a policy is taken out for the Lord Mayor's coach and horses.

IN CONDUCTING ITS BUSINESS LLOYDS STILL RETAINS THE COFFEE-HOUSE TRADITION: As witness of this are the underwriting boxes, one of which is seen in the picture on the left. There is just enough space for six men. *Right*—The Casualty Board at Lloyds, where the latest telegrams are posted, for the most part from Lloyds agents who operate all over the world. Details are given of marine, aviation and other casualties, giving underwriters the very earliest possible notification of events.

IN THE "ROOM"—A SCENE OF ACTIVITY AT LLOYDS, WHERE EVERY DAY VAST DEALS ARE TRANSACTED: Ensconced under the Lutine Bell in the centre of the room is the caller, who is calling out the names of brokers and other members who are wanted. His words are heard over the loud-speaker, which is seen hanging from the lamp on the right. The floor space is covered with what are technically known as "boxes." Each box contains six men, most of them writing busily, while half-a-dozen others look over their shoulders. Those who are seated are the underwriters. The men looking over their shoulders are the brokers, agents who are offering them risks at a price to be mutually agreed upon.

THE CALLER RINGS THE LUTINE BELL: He does this before making an announcement regarding the fate of an overdue vessel. The bell belonged to the frigate *La Lutine*, which was captured by the British in 1799 and which eventually went down with specie to the amount of £140,000 on board. At that time it was one of the heaviest losses Lloyds had sustained.

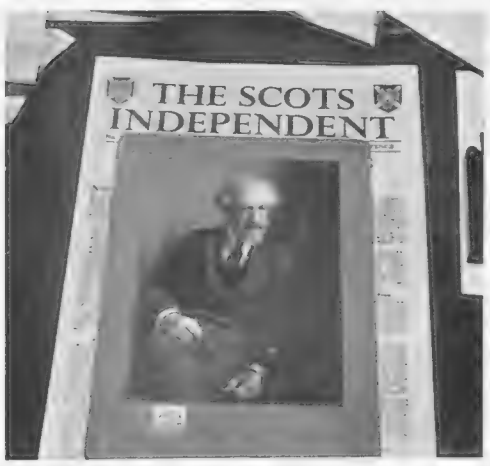
THE LIBRARY WITH ITS MASSIVE CHAIR AND TABLE MADE FROM THE TIMBERS OF "LA LUTINE": Here the annual meetings of the members of Lloyds are held and the Committeemen for the following year are elected. Among the works in the Library is a complete set of Admiralty charts covering every ocean. The three portraits in the apse are of three former chairmen of Lloyds, A. L. Sturge, J. J. Angerstein and Sir Percy Graham MacKinnon.

THE VOICE OF SCOTLAND

PREPARING THE WAY FOR HOME RULE AT THE GLASGOW HEADQUARTERS OF THE SCOTTISH NATIONALIST PARTY

THEY BELIEVE IN HOME RULE FOR SCOTLAND—LEADERS OF THE SCOTTISH NATIONALIST PARTY AT THEIR GLASGOW HEADQUARTERS : From left to right are Mr. A. Blair Henderson, National Organiser ; Mr. Tom H. Gibson, President of the Party ; Provost Robert Curran of Alva, Scotland's youngest Civic Chief ; and a secretary. The National Covenant, which began last year, seeks a separate Parliament for Scotland but not complete separation : 1,500,000, a figure which represents half the Scottish electorate, have signed the petition. The Home Rule movement is reputed to receive funds and help from many branches of Scottish life. The headquarters are located at 59, Elmbank Street, Glasgow. Not all Scottish people have agreed with the method of removal of the Stone of Scone from London. The Rev. Dr. A. Nevile Davidson, Minister of Glasgow Cathedral, declared it to be an "ill-judged deed," and Mr. John Cameron, K.C., a prominent Covenant leader, said : "The past is past. It is for us to look to the future, to face it together, England and Scotland alike, in, I trust, free and equal partnership and common loyalty."

THE DESTINY OF THE STONE—THE UNSIGNED NOTE FOUND ON THE STEPS OF ST. GILES' CATHEDRAL, EDINBURGH : The discovery was made by reporters after anonymous telephone calls had been made to newspaper offices. The note said that the Stone had been taken across the Scottish border on Hogmanay, and proposed that : The Stone's future should be decided by the next meeting of the Scottish National Assembly. If the Assembly decided on its return to Westminster it would be relinquished to agents of the Church of England.



THE ORGAN OF HOME RULE — "THE SCOTS INDEPENDENT" : The photograph is that of Mr. R. B. Cunninghame Graham, first President of the Scottish Nationalist Party and one of the founders, with Keir Hardie, of the Labour Party. Mr. Cunninghame Graham, who claimed to be the heir of Robert II of Scotland, died in 1936.

WHERE THE LEADERS OF THE SCOTTISH NATIONALIST PARTY DISCUSS THEIR PLANS FOR HOME RULE FOR SCOTLAND: The headquarters at No. 59, Elmbank Street, Glasgow. The Nationalist Party of Scotland was formed in 1928.

THE VOICE OF SCOTLAND—THE PROPAGANDA DEPARTMENT OF "THE SCOTS INDEPENDENT" GOES INTO ACTION : *On left*—Mr. A. Blair Henderson supervises the distribution of hundreds of pamphlets and posters dealing with Home Rule for Scotland. *On right*—Some of the posters laid out on the floor of No. 59, Elmbank Street. They carry such slogans as "Ignorance and Apathy are the enemies of Self-Government" and "Labour has Violated its promise to Scotland."

J. TREVOUX WINS THE MONTE CARLO RALLY FOR THE FOURTH TIME: The French driver in his Delahaye saloon as he crossed the finishing-line after completing the journey from Lisbon. M. Trevoux was accompanied by R. Crovetto. In the final speed and regularity test round the Monaco Grand Prix Circuit—through the streets of Monte Carlo—Trevoux was second, but he was only five seconds behind the winner and this, coupled with his consistency en route from Lisbon, enabled him to win the chief prize for the fourth time.

Journey's End at MONTE CARLO

British Cars Achieve a Full Share of Successes in the Big Annual Rally

Over sixty British cars, built to cope with the severest conditions, set out from Glasgow towards the end of January on the Monte Carlo Rally. Meanwhile competitors from other European centres were also converging on the Riviera, from Oslo, Stockholm, Lisbon and Monte Carlo itself, the last-named making a round trip. Good weather favoured the entrants, and for the British contingent there was a mild Channel crossing, always a blessing, as the long haul to Liége after disembarking on the French coast is far from pleasant for those who have had a bout of *mal de mer*.

There were few casualties during the drive through France, and the weather remained on the side of the competitors right to the end. The British cars gave an admirable display of consistency and quality. The privately-owned Jaguar placed third was in every way a standard model, and the victory of the Jowett Jupiter in the 1,500-cc. class, in the face of stiff competition from the French Simcas, was cause for pride; but an outright victory in the general classification still awaits us. In the Concours de Confort at the end of the Rally, British cars did even better, carrying off eleven of the sixteen prizes. Marks were given for features which tend to improve the comfort of the driver and passengers. The main award, the Grand Prix d'Honneur, went to W. M. Couper's handsome olive-green Bentley.

TWO BRITISH ENTRANTS WHO TRIUMPHED IN THE 1951 RALLY: *Left*—W. M. Couper's olive-green Bentley which received the Grand Prix d'Honneur, a prize awarded for interior comfort and suitability for long-distance touring. Mr. Couper won the same event last year with a Rolls-Royce. *Right*—The Jowett Jupiter, superbly handled by Mr. R. Ellison, which was adjudged the winner in the 1,500-cc. class. Mr. Ellison's car was also placed sixth in the placings for the whole rally.

THEY PLAYED THEIR PART IN A FINE BRITISH EFFORT: *Left*—W. H. Waring's Jaguar, which was second in the big class in the coachwork awards. *Centre*—One of the Humbers, entered by R. M. Carter and K. E. Carter, which, with Major Braird's, won the award for the team with the most suitable coachwork and equipment. *Right*—The Sunbeam Talbot of T. H. Wisdom and D. Humphrey. A Sunbeam Talbot entered from the Netherlands won the Coupe Volant Brevex.

The World of Books—By VERNON FANE

THE RIOTOUS STORY OF STANISLAVSKY

The Genius of the Moscow Art Theatre, and the Free and Full Life which He Lived

THE name of Stanislavsky has always been famous throughout the world in connection with the Moscow Art Theatre, of which he was a founder and with whom, in that movement, he was associated with such famous men as Chekhov and Gorky. STANISLAVSKY: A LIFE (MacGibbon and Kee. 25s.) is a very full and fascinating biography by David Magarshack. Born Konstantin Alexeyev, in Moscow in 1863, he lived to a ripe old age and only died just before the last war. Wars and revolutions apparently made little difference to him. The present Russian Government conferred the Order of Lenin upon him and named a street after him, but he appeared to be as much affected by these things as was Chaliapin at the peak of his career. When they can be considered apart from politics and in the realm of the arts, particularly in the theatre, Russians can be rich studies in human conduct, laced with humour and vitality. All the passionate quarrels and brilliant flashes of genius which went to make the Moscow Art Theatre a recognised force in the theatre all over the world are here in this rich, riotous story of Stanislavsky's life. It is typical that on his deathbed, when his nurse sat reading to him the memoirs of a well-known actress, he stopped her and said: "Duse was a fascinating woman. She was so feminine. Everything about her was feminine, from the straying wisps of hair at the nape of her neck to the tip of her nose. She had a most violent temper, and when she was in a rage she would fight like a cat. But, as a rule, she was very gentle and quiet and sweet as an angel."

Next to General Eisenhower's *Crusade in Europe*, easily one of the best books to have been written by any member of the High Command in the last war, is GLOBAL MISSION, by the late General H. H. Arnold (Hutchinson. 21s.). Known to all ranks as "Hap" Arnold, he shared Eisenhower's distinction of having an affectionate nickname. A flying man, first and last and all the time, he had forty years' experience of Service flying behind him and lived to build the mightiest Air Force in the world. It was not always easy, even with the combat experience of the First World War as a guide and presage to what might come. He recalls the struggles of the famous Billy Mitchell, to whom he was an able assistant against the entrenched and fast becoming obsolescent ideas of the armed Services of the time, and it is interesting that he quotes a prophetic statement by the late Lord Fisher, who was then First Sea Lord. "The approaching aircraft development . . . makes invasion practicable, cancels our country being an island, transforms the atmosphere into a battle-ground of the future." Also supporting the struggle was the brilliant example of Lord Trenchard, who, in the First World War, created an Independent Air Force within the framework of the newly-fledged Royal Air Force.

Long before the Japanese struck at Pearl Harbour, "Hap" Arnold was over here studying conditions on the spot and revealing not only strategical but political sagacity. During one of these visits he notes a remark by Mr. Churchill about Russia, whose "future actions in Europe formed a big question in international discussions. . . . So I asked Churchill what he thought of Russia. I have never forgotten his reply. 'Russia is like an amoral crocodile, lurking in the depths, waiting for whatever prey may come his way.'"

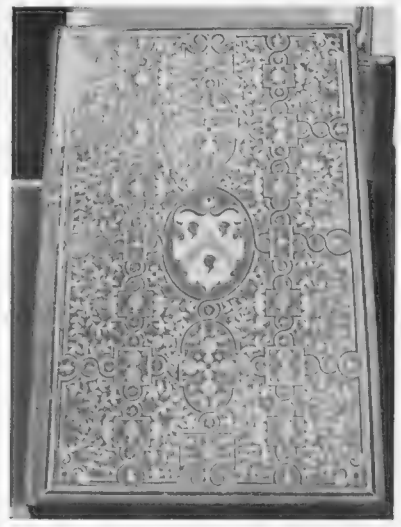
Following Pearl Harbour, General Arnold became Chief of the United States Air Corps and, as one of the Joint Chiefs of Staff, participated in the framing and implementation of Allied strategy. From the beginning he was a passionate protagonist for direct assault in the West, and was even opposed to the North African landings as a consequence.

His relations with his British colleagues, and particularly with our own Chief of Air Staff, Lord Portal, were excellent to a point of cordiality.

The first volume of an English kind of *recherche du temps perdu* has just appeared and, although without the same kind of convoluted subtleties, has a comparable intensity of analysis, in this case as applied to the schooldays and first university days of a youth in the early '20's of this century. Mr. Anthony Powell writes with a freshness of impression that verges on the autobiographical, as so much of the best fiction in the world does, and that gives the reader the impression of taking part himself, in some degree, in the conversations of toast-smoky studies of a school within classically easy distance of Lindon; in sticky Anglo-French conversations up and down the gravel alleys of a house outside Paris where languages are taught to young gentlemen; and in donnish fun, tinctured with donnish malice at college tea-parties. A QUESTION OF UPBRINGING (Heinemann. 9s. 6d.) has a title which may be taken literally or satirically, and which in either case leads the way to the book of this week with the greatest worldly elegance for, although this novel is concerned with adolescence and youth, it is very evidently the work of an adult and evolved mind. A curious thing, but not one wholly unfamiliar, is that the reader is less acquainted at the end of the book with the principal character than with some of the more baroque subsidiaries. This may be reticence or pallid portraiture, and we have all met it before. What I do welcome and point out to you with considerable pleasure is the lively and faithful depiction of a small cosmos inhabited successively by boys; embarrassed and embarrassing youths, and young men halfway to a situation in the world outside the barriers of their domesticated zoo.

The story of a young woman with, to put it lightly, blunted sensibilities; of a ruthless gunman, and of a sordid ensemble of crap-shooters, set in the prohibition era in Kansas City (which happens to be in Missouri to make things more confusing)—all these ingredients add up, or should have added up from my point of view, to the totally unacceptable novel, and yet Mr. Marcel Wallenstein has written one to these specifications which is well worth my reading, and, indeed, worth your attention too. TUCK'S GIRL (Constable. 10s. 6d.) has a title which in a sense is perfectly descriptive, and yet which, at first glance, seems to indicate a novelette-ish story of the type tailored for pulp magazines: those ephemeral publications born to be burned.

But the story of Tuck's girl is much better than all this would indicate. To be sure, she is a tough young lady, hardened by a criminally vicious father and by a girlhood in which terror alternated with boredom; and to be sure, the man she loves is a conscienceless hoodlum with no pity either where he kills or where he loves. And yet their story, or his story seen through her devoted search for him, has true pathos and true selflessness. This is a contradiction in moral terms, I know, but the book is there as evidence that such a thing can be.



TREASURES FROM THE WILMERDING COLLECTION OF RARE BOOKS AND MANUSCRIPTS ON VIEW IN LONDON BEFORE THE SALE IN NEW YORK: *Left*—Dante's *Divine Comedy*, an edition printed by Nicolo di Lorenzo in Florence in 1481, and (*right*) a fine example of a Derome binding made in Venice in 1584. They are part of the £65,000 collection of the late Lucius Wilmerding, of New York, who died in 1949. The collection has been shown already in Paris and Geneva and, after being displayed in London, at Robinson's of Pall Mall, it will go to America to be auctioned in March.

The French Resistance Movement has been treated in a number of ways since the resisters and their admirers found it possible to publish their opinions. There has been the humorous, the heroic, the satiric (most favoured among the French themselves), and the glorious and pathetic. Ricardo Sicré (whether Mr., Monsieur or Don is not clear) takes the view that both violence and humour may be compatible in a story of this kind, and has written THE TAP ON THE LEFT SHOULDER (Cassell 10s. 6d.) in a blend of these moods.

The phrase itself is, of course, evocative of that tension and insecurity which affected all those who lived and worked clandestinely in France during the German occupation, and is an almost first-rate choice for a novel of this kind. The book itself, however, is less certain in its effects, and the reader, even if he be the most ardent Francophile, will have a moment of tedium from time to time. This may, as I realise, be due to the less than perfect timing of the book, which comes at a moment when half of us are tired of reading about the last war and half of us fear to read about the next. But I also have the feeling that its writing has been only an incident in Ricardo Sicré's full career up to the present day.

At the age of twenty this author was already a veteran of the Spanish Civil War and instructing Home Guards in the skill of irregular warfare. After that he worked his way to the United States in an oil tanker, and was there trained as an intelligence officer. In 1942 he was sent to North Africa and, after several missions to Europe, was in the Allied invasion of what communiqués meticulously called Southern France. He was then in charge of a mission which contacted the Maquis organisations which had "liberated" the section of France by-passed by the Allied armies. During the past three years he has served a term as a member of the Legislative Assembly of Tangiers.

THE REVOLUTIONARIES

Mr. J. B. Morton's Biographical Studies

The men who set Europe aflame in the 1790's, the revolutionaries who called France to arms, the regicides and the mass murderers, the mob orators and the pamphleteers who tore the old regime to pieces in the creation of the Age of Reason, were, it seems, for the most part family men of endearing qualities. In his brilliant new biographical work, CAMILLE DESMOULINS AND OTHER STUDIES OF THE FRENCH REVOLUTION (Werner Laurie. 13s. 6d.), J. B. Morton emphasises this difference between the public and private lives of the leading figures of the Revolution, the Marat whom Simone Evrard loved, the Robespierre who was a benevolent and good-natured companion in the circle of the Duplay household, the Saint-Just who loved Henriette le Bas, sang light airs to her and read poetry aloud, and those exemplary husbands Fouché, that infamous Minister of Police, and Fouquier-Tinville, that most brutal of public prosecutors. In emphasising this difference, Mr. Morton is attempting, and successfully, to show that these men were rather more complex characters than they are now generally accepted as having been. Posterity has tended to simplify them. We think too easily of Fouquier-Tinville in terms of the brutal; Desmoulins as the inflamed rabble-rouser; Saint-Just as the austere fanatical tyrant without a heart. J. B. Morton in this series of incisive character-studies touches in the blurred outlines and strengthens the portraits which have grown dim with time. In fact, he cleans the canvases; but, good historian that he is, he is careful to add nothing for which there is not warranty. The most considerable part of the book deals with Camille Desmoulins, the friend and supporter of Danton, the young man who harangued a Paris crowd as he leapt upon a table in the Palais Royale Garden, giving the call "To Arms" and donning the green cockade. Camille's speech did not start the Revolution, but he gave voice to the bewildered and inarticulate anger of the people, and he, at any rate, consoled himself with the remembrance of that day so long as he lived, for this silver-tongued orator with a flair for journalism liked to regard himself as a man of action, which he manifestly was not. Desmoulins is shown as a young man who really never quite grew up. He could wound by words as could no other man of his day, yet he himself flinched at calumny and ridicule. He had great gifts, but he used his power ignobly, and perhaps the only thing that shines clear is his friendship for Danton and his devotion to his wife Lucile. In his chapter on Saint-Just and Henriette le Bas, Mr. Morton probably demands more knowledge of the Revolution than many of us have at our command, but his account of the known facts of the broken love-story places in a new perspective the character of that dictatorial friend of Robespierre. Fouquier-Tinville is shown as another man of mystery, with a love for hearth and family, and of the great simplicities of life that is almost unbelievable when set against the thunderous denunciations which he produced in court, his lack of all humanity in his sweeping aside of evidence. Altogether this is a fascinating book, a worthy successor (and in point of history a predecessor) to Mr. Morton's *Brumaire: The Rise of Napoleon*, which has already won golden opinions for a serious and erudite historical writer whose everyday trade is humour.

There will be a warm welcome for the new edition of Catherine Carswell's THE LIFE OF ROBERT BURNS (Chatto and Windus. 16s.), which was first published in 1930, republished in 1950, and now appears again in response to popular demand. The late Mrs. Carswell set herself, as she considered previous writers had failed to do, and as no Scottish writer about Burns had done since, to write seriously of Scotland's national poet for the ordinary reader, not for a circle of students and admirers. To many she opens the door to the treasure house of Scottish literature.

From the pen of Ivor Brown comes a new series of essays WINTER IN LONDON (Collins. 12s. 6d.). It is not a guide-book, in the manner of E. V. Lucas's *Wanderer in Paris*, although it has something of that character; neither is it a series of disconnected essays, of which A. A. Milne was such a master, but is something between the two. *Winter in London* could best be described, perhaps, as a record of how one man makes the best of the dark months by quiet quest, indoors and out, seeking the London pleasures and curiosities which so many Londoners overlook.

Two volumes that are very much of a kind, in that they do not seem to belong to this day and age, are Edison Marshall's SHIKAR AND SAFARI (Museum Press. 12s. 6d.), reminiscences of jungle hunting, and S. Conyers-Keynes' A WHITE MAN IN THAILAND (Robert Hale. 15s.). Mr. Conyers-Keynes went out to Bangkok well before the outbreak of war in 1914 and he only lost contact with that country in 1939. He tells the story of his experiences both at work and play, of up-country shooting expeditions and polo matches. Fortunately the author is gifted with a strong sense of humour.

E. F. Linssen has compiled a book of Natural History quotations entitled NATURE INTERLUDE (Williams and Norgate. 12s. 6d.). It is a well-arranged anthology, and surely commends itself as an ideal bedside book.

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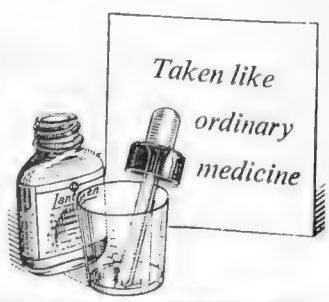

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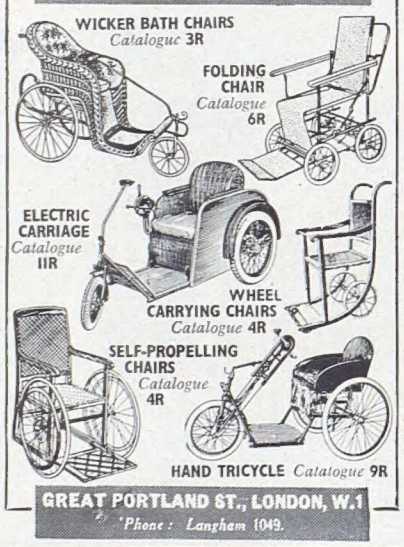

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